

THE BOOSTER

Monthly Publication of the United
Transit Boosters

Dedicated to Better Transit

Vol. 2, No. 1/

JANUARY, 1964/

Sixteen Pages

U. M. LUTHER In December, the Truck & Coach Division of General Motors announced that it was coming out with a new model for the light line and feeder transit operators.

The new coaches, designated TDH-3501 (diesel) and TGH-3501 (gasoline) will be ready for third-quarter, 1964 Delivery. Rumored to be a "short TDH-4519" or "Baby Fishbowl", the new but turned out to be a "long TGH-3102." The old TGH-3102 and TDH-3714 lines were discontinued. Much existing tooling is being used, so as to keep the coach within the \$13,000-\$14,000 price range, and thus the coach does not have the glamorous "New Look" features.

and corresponding coach numbers from WESTERN GREYHOUND's PD-4501 Scenicruisers, numbered 8200-8227, and the same from the forthcoming 1964 PD-4106's. Ken resides at 8101 Fourth Ave., North Bergen, New Jersey.

DES MOINES TROLLEY COACH OPERATIONS STOP. With the OMNIBUS SOCIETY OF AMERICA INC. excursion on Saturday, January 25, 1964, the DES MOINES TRANSIT COMPANY ceased trolley coach operations. New and rebuilt 51 passenger coaches of the diesel transit type replaced the ACF-Brill trolley coaches that were operating until the end. Hwy construction forced an early end to the TC system, which was originally planned for 1965.

NEW BUS NUMBERS - - From correspondent Kenneth Kau, we received the following bus and serial numbers of recently delivered GM Coaches: PHILADELPHIA TRANSPORTATION CO., 5000-5049, TDH-5303--003-052; 4000-4043, TDH-5304--002-045; 3900-3905, SDM-5302--058-063; MILWAUKEE & SUBURBAN TRANSPORTATION CO.: 1601-1675, TDH-5303--1107-1181; BALTIMORE TRANSIT CO.: 1950-2050, TDH-5303--1182-1282; PUBLIC SERVICE COORDINATED TRANSPORT (New Jersey) U-700-U-749, SDM-5302--146-195; U-300--U-349, TDH-5304--129-178; U-500--U-549, TDM-5304--001-050; METROPOLITAN TRANSIT AUTHORITY (Boston) 5000-5149, TDH-5303--227-326; MABSTOA 3301-3555, TDH-5303--480-734. Ken would like the serial

DALLAS January 1, 1964 was the first day of operation of the new Dallas city transit system. The Dallas Transit Authority purchased the assets of DALLAS TRANSIT CO. for \$5,500,000. DTC's present fleet consists of Southern, Whites, Twins and ACF-Brill and Marmon-Harrington trolley coaches. No GMC's are to be found on the system (as yet!) No new color schemes have been developed as yet, but the city has announced that it plans to purchase 400 new busses. Bids for 100 new buses have been received by GMC, Flexible and a Mexican firm, Trailers de Monterey.

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1963 FINANCIAL STATEMENTS:

UNITED TRANSIT BOOSTERS
Income Statement

For the Period Aug. to Dec. 1963

REVENUE:	
Dues Revenue	\$50.00
Excursion Rev.	115.55
Publication Re.	8.00
Miscellaneous	9.46
Total Revenue	\$183.01

EXPENSES:	
Office Expense	\$4.41
Excursion Exp.	118.33
Publication Exp.	31.67
Public Relations Expense	11.28
Total Expenses	165.69

NET INCOME \$ 17.32

Balance Sheet
December 31, 1963

ASSETS

Cash	
On hand	\$9.00
In Bank	10.56
Office Supplies	4.93
TOTAL ASSETS	<u>\$24.49</u>

LIABILITIES AND NET WORTH

LIABILITIES	
Accounts Payable	\$7.17
Total Liabilities	\$7.17

NET WORTH	
Retained Earnings	\$17.32
Total Net Worth	17.32

TOTAL LIABILITIES AND NET WORTH \$24.49

DUES NOTICE Dues for the 1964 calendar year are \$2.00. The deadline for payment is February 15. No further issues of THE BOOSTER will be sent, and membership rights will be suspended after February 15th, and until dues are received.

SUBSCRIPTION RENEWAL NOTICE Subscriptions for the 1964 are now payable. No further issues of THE BOOSTER will be sent until after 1964 remittance is received

PLEASE RENEW NOW!!!

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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11111 111115 FEBRUARY 9, 1964
MEETING NOTICE

The February meeting of the United Transit Boosters will be held at the residence of member Bill Wootten, 1828 Gateway Dr., San Diego Calif., and will be convened at 5:00PM. SUNDAY, FEBRUARY 9, 1964. DAY IN SAN DIEGO. In connection with the San Diego meeting, we have planned a day in San Diego, taking pictures, and riding on transit lines. The main group will leave Los Angeles on AT&SF's 7:00AM San Diegan, arriving in S. D. at 10:15AM, the rest of the group will lv. L. A. on the 10:00AM train, and rendezvous with the group at the S.D. Station at 1:15PM. We will leave San Diego on the 9:00PM train, arriving in L. A. around Midnight. All members and interested persons are urged to attend.

FIRST ANNUAL LAMTA SURVEY

Data by Edmund A. Buckley in collaboration with Lazear Isreal

To begin another in a series of articles familiarizing the reader with the characteristics of the transit industry, we look rather extensively into the operations of Southern California's major operator, the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY. As of the date January 1, 1964, we will look first at the equipment, what it is and where it is assigned. Secondly, we will look at the lines, noting what they are, where they go, where they are assigned, and what their headways and coach requirements are. It is our future desire and intention to conduct this survey each year, on January 1st.

EQUIPMENT ROSTER

In case it is isn't apparent to some of our readers, the reason for a roster, which is simply a list,

is to show all equipment owned and operated by a company, that you are likely to see operating on any of its lines at any time.

Coach Numbers	Builder	Model Number	Year Built	Number on Roster	Seating Capacity	Notes
2008-2009	GM Coach	TDM-4515	1955	2	45	3, 4
2011-2024	GM Coach	TDM-4515	1955	14	45	3, 4
2025-2044	GM Coach	TDM-4515	1959	20	45	4, 5
2101-2183	GM Coach	TDH-4801	1955	83	48	
2200-2219	GM Coach	TDH-4801	1956	20	48	
2220-2221	GM Coach	TDH-4512	1956	2	45	1
2300-2399	GM Coach	TDH-4801	1954	100	48	
2400-2402	GM Coach	TDM-4515	1956	3	41	2, 4, 5
2403-2409	GM Coach	TDM-4515	1958	7	41	2, 4, 5
2500-2503	GM Coach	TDH-3714	1956	4	37	1
2701-2824	GM Coach	TDH-5103	1950	124	48	
2825-2886	GM Coach	TDH-5103	1951	62	48	
2887-2889	GM Coach	TDH-5103	1952	3	48	
2900-2934	GM Coach	TDH-4801	1953	35	48	
2935-2964	GM Coach	TDH-4801	1953	30	48	
5000-5099	GM Coach	TDH-5303	1963	100	51	
5100-5149	GM Coach	TDH-4801	1953	50	48	
5150-5199	GM Coach	TDH-4801	1958	50	48	
5200-5224	GM Coach	TDH-5301	1960	25	46	5
5300-5340	GM Coach	TDH-5301	1959	41	51	
5341-5374	GM Coach	TDH-5301	1960	34	51	
5400-5479	GM Coach	TDH-5301	1961	80	51	
5500-5529	GM Coach	TDM-5301	1961	30	51	5
5700-5734	Flxible	F2D6V-401	1961	35	50	
5800-5899	Flxible	F2D6V-401	1962	100	50	
5900-5999	Flxible	F2D6V-401	1963	100	50	
6200-6399	GM Coach	TD-4506	1945-46	36	45	
6401-6425	GM Coach	TDH-5103	1951	25	51	
6500-6599	GM Coach	TDH-4801	1954	100	48	
6601-6657	GM Coach	TDH-3610	1947	57	36	
6658-6662	GM Coach	TD-3609	1946	5	36	1
6663-6664	GM Coach	TDH-3612	1950	2	36	1
6700	GM Coach	TDH-4510	1950	1	45	
6701-6790	GM Coach	TDH-4507	1947	90	45	
6901-6950	GM Coach	TDH-4507	1948	50	45	6

TOTAL 1550

* 5225-5254 GM Coach TDH-5301 1961 25

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FIRST ANNUAL LAMTA SURVEY--EQUIPMENT ROSTER (CONTINUED):

REFERENCE NOTES:

- 1 - Former CROSSTOWN SUBURBAN BUS LINES coach, acquired in February, 1967
- 2 - In storage--available for purchase through American-International Bus Exchange (broker).
- 3 - To be sold during 1964
- 4 - Outside (under floor) baggage racks.
- 5 - Inside baggage racks.
- 6 - Coach No. 6943, which was wrecked, was authorized for disposal on 12/17/63, but was still on roster as of 1/1/64.

NOTE: Additional coaches, authorized for sale, but possibly still on LAMTA property, are not included herein because of removal from official roster.

Below is a list of LAMTA's 111 bus lines. The reason for listing the lines is to illustrate the large number of lines operating, and exactly what they are and

where they go.

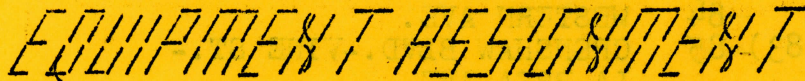
No.	Line Name
1	TRAFFICMEN
- 2	BROOKLYN AVE.--HOOPER AVE.
- 3	WEST SIXTH ST.--CENTRAL AVE.
- 4	MELROSE AVE.--WEST OLYMPIC BLVD.
- 5	HAWTHORNE-UNION STATION
- 6	SOUTH VERMONT AVE.--HIGHLAND PARK
- 7	EAGLE ROCK-SOUTH BROADWAY
- 8	WEST FIFTY-FOURTH ST.--NORTH MAIN ST.
9	WEST JEFFERSON BLVD.--HUNTINGTON PARK
- 10	WEST FOURTY-EIGHTH ST.--INGLEWOOD
- 11	SAN GABRIEL BLVD.--ATLANTIC BLVD.
- 12	WEST WASHINGTON BLVD.--NORTH BROADWAY
- 13	LOS ANGELES-CULVER CITY-PLAYA DEL REY-EL SEGUNDO
14	NORTH HOLLYWOOD-BURBANK-VALLEY PLAZA
15	SAN FERNANDO-OLIVE VIEW-U. S. VETERANS HOSPITAL
16	NORTH HOLLYWOOD-SUN VALLEY-ROSCOE BLVD.
- 17	NEW AVE.--FREMONT AVE.
- 18	EAST JEFFERSON BLVD.--COLISEUM ST.
19	GLENDALE-MONTROSE-LA CANADA
- 20	EAST GLENOAKS BLVD.--KENNETH ROAD
- 21	CULVER CITY-HOLLYWOOD-LOCKHEED-BURBANK
- 22	ATWATER AVE.--EAST COLORADO ST.
23	LEONIS BLVD.--SANTA FE AVE.
- 24	LOS ANGELES-SAN FERNANDO
25	WEST NINTH ST.--NORTH FIGUEROA ST.
- 26	WEST PICO BLVD.--EAST FIRST ST.
- 27	VERNON AVE.--SANTA BARBARA AVE.--LA CIENEGA BLVD.
28	WHITTIER BLVD.--WEST THIRD ST.
29	SAN PEDRO ST.--WEST SEVENTH ST.
- 30	EVERGREEN AVE.
- 31	VERMONT AVE.--LOS FELIZ BLVD.
- 32	INDIANA ST.--GAGE AVE.
- 33	LOS ANGELES-COMPTON-LONG BEACH-SAN PEDRO
- 34	LOS ANGELES-LYNWOOD-BELLFLOWER
- 35	WEST VALLEY FREEWAY FLYER
- 36	LONG BEACH FREEWAY FLYER
- 37	HARBOR FREEWAY FLYER
- 38	(Open)

FIRST ANNUAL LAMTA SURVEY--LIST OF LINES (CONTINUED):

No.	Line Name	No.	Line Name
-39	LOS ANGELES-GLENDALE-BURBANK	82	HARDMAN CENTER-EASTSIDE LOOP
-40	SPECIAL EVENT SERVICE	-83	WILSHIRE BLVD.-SUNSET BLVD.
41	ALVARADO STREET	-84	WESTERN AVE.
-42	TEMPLE STREET (Leg of Line 83)	-85	CRENSHAW BLVD.-VINE ST.-
-43	AVE. FIFTY-EL PASO DRIVE		LA BREA AVE.
-44	BEVERLY BLVD-WEST ADAMS BLVD.	-86	LOS ANGELES-BURBANK-NORTH
-45	EAGLE ROCK		HOLLYWOOD-CANOGA PARK
46	EAST FLORENCE AVE.	87	(Open)
47	WHITTIER BLVD.-EAST FOURTH ST.	88	(Open)
48	DORSEY HIGH SCHOOL	-89	FAIRFAX AVE.-HOLLYWOODLAND-
49	SAN PEDRO ST.-SOUTH FIGUEROA ST		WESTERN AVE. & FRANKLIN AVE.
50	FLORENCE AVE.-SOTO ST.	90	SAN FERNANDO-STUDIO CITY-
-51	LOS ANGELES-INTERNATIONAL		VAN NUYS
	AIRPORT-EL SEGUNDO-REDONDO BCH	91	HOLLYWOOD BLVD.
-52	LOS ANGELES-ALHAMBRA-SAN	-92	WATTS-SIERRA VISTA
	GABRIEL-TEMPLE CITY	-93	LOS ANGELES-VAN NUYS-PACOIMA
53	SOUTH GATE	-94	HILL ST.-ECHO PARK AVE.-SANTA
-54	MANCHESTER AVE.		MONICA BLVD.-WEST HOLLYWOOD
-55	LOS ANGELES-NEWPORT BEACH-	95	VERMONT AVE.-VERNON AVE.
	BALBOA	-96	SOUTH NORMANDIE AVE.
-56	LOS ANGELES-MONTROSE-SUNLAND	97	ACCOUNTING DEPARTMENT
-57	RACE TRACK SERVICE	98	ACCOUNTING DEPARTMENT
-58	LOS ANGELES-FULLERTON-SANTA ANA	99	RIVERSIDE-CASA BLANCA
-59	LONG BEACH-RIVERSIDE	100	(Open)
-60	LOS ANGELES-POMONA-RIVERSIDE-	-101	REDONDO BEACH-CRENSHAW BLVD.
	SAN BERNARDINO-REDLANDS	-102	AVIATION BLVD.-EL NIDO
-61	LONG BEACH-PASADENA	-103	MANHATTAN BEACH-KORNBLUM AVE.
62	RIVERSIDE-ARLINGTON-LA SIERRA-	-104	INGLEWOOD AVE.-PRAIRIE AVE.
	CORONA	-105	(Open)
-63	LOS ANGELES-EL MONTE-BALDWIN	106	(Open)
	PARK COVINA-POMONA	107	(Open)
64	PASADENA-POMONA	108	(Open)
-65	SILVERLAKE BLVD.-RIVERSIDE DR.	109	HUNTINGTON PARK LOCAL
-66	HUNTINGTON PARK-LONG BEACH-	110	(Open)
	SAN PEDRO	111	BELFLOWER-HUNTINGTON PARK
-67	LOS ANGELES-SIERRA MADRE-	112	WHITTIER-HUNTINGTON PARK
	SANTA ANITA HIGHLANDS	113	COMPTON-WHITTIER
-68	LOS ANGELES-MONROVIA-GLENDORA	-114	COMPTON-LYNWOOD
-69	LOS ANGELES-HELLMAN AVE.	-115	COMPTON-IMPERIAL HIGHWAY
-70	LOS ANGELES-PASADENA VIA	-116	COMPTON-ARTESIA-LA MIRADA
	OAK KNOLL	117	WHITTIER LOCAL
-71	LOS ANGELES-PASADENA VIA	118	WHITTIER-EAST WASHINGTON BLVD.
	SHORT LINE	119	SOUTH EL MONTE LOCAL
72	SLAUSON AVENUE	120	(Open)
-73	VAN NESS AVE.	121	(Open)
74	NORTH HOLLYWOOD-VAN NUYS-	122	(Open)
	RESEDA-SAN FERNANDO	123	(Open)
-75	VENICE BLVD.	124	LONG BEACH-ANAHEIM-FULLERTON
-76	BEVERLY HILLS-U.C.L.A.-	125	ANAHEIM LOCAL
	PACIFIC PALISADES	126	(Open)
77	MAYWOOD-BELL	127	DISNEYLAND-CATALINA TERMINAL-
-78	HYPERION AVE.-TALMAGE ST.		MARINELAND
-79	GARFIELD AVE.-HIGHLAND PARK		
-80	EMERY PARK	177	DODGER STADIUM SPECIAL SERVICE
-81	PASADENA-HOLLYWOOD-		
	VENTURA BLVD.		

* * * * *

FIRST ANNUAL LAMTA SURVEY (CONTINUED):



Following is a list, by divisions, giving the exact coaches assigned to each

location, and the lines to which they are assigned. With this information, the reader can know just what equipment to expect to find at any given division or operating on any given line.

DIVISIONS 1 and 11 (6th & Central)

Coach Nos.	Headsign	Lines Used On
2124-2151	1-N	47, 92
2152-2153	1-E	58
5000-5099	1-N	2, 3, 9, 26, 28
5182-5199	1-N	47, 92
5225-5242	1-E	58, 71
5243-5254	15-G	58, 71
5300-5318	1-N	2
5518-5529	15-G	55, 58
6200's (14)	15-A	57

DIVISION 6 (Ocean Park)

Coach Nos.	Headsign	Lines Used On
2101-2123	6-N	4, 13, 75, 76, 83
5200-5224	6-N	13, 51, 75, 76
5406-5451	6-N	4, 75, 83

DIVISION 7 (West Hollywood)

Coach Nos.	Headsign	Lines Used On
2300-2367	7-N	4, 83, 91, 94
2368-2399	7-P	4, 21*, 44, 83
5319-5358	7-N	3, 83, 91
5359-5371	7-P	89
5452-5479	7-N	3, 83
6940-6942	7-P	21
6944-6950	7-P	21

*-2300's are used on Line 21 on Saturdays, Sundays and Holidays.

DIVISION 8 (Van Nuys)

Coach Nos.	Headsign	Lines Used On
2159-2165	8-A	57, 90
2900-2964	8-A	24, 35, 81, 86, 90, 93, Note.
5700-5734	8-A	35, 86, 93
6915-6927	8-A	14, 15, 16

Note-2900's are used on Lines 14, 15 and 16 on Saturdays, Sundays and Holidays.

DIVISION 9 (El Monte)

Coach Nos.	Headsign	Lines Used On
2701-2799	9-A	52, 57, 58, 61, 63, 64, 68, 69
6629-6640	9-B	11, 17, 112, 117, 118, 119

DIVISION 12 (Long Beach)

Coach Nos.	Headsign	Lines Used On
2008-2009	12-G	59
2166-2183	12-G	33, 34, 55, 66, 125
2200-2221	12-B	34, 55, 66, 124, 125
5500-5517	12-G	36, 37, Note
6757-6759	12-B	114, 115
6928-6939	12-B	61, 113, 116

Note-5500's are used on Lines 55 and 124 on Saturdays, Sundays & Holidays

DIVISION 2 (Sixteenth & San Pedro)

Coach Nos.	Headsign	Lines Used On
2016-2020	15-B	57, 60
2021-2024	15-A	57, 60
2025-2029	15-A	60
2800-2866	2-P	12, 41, 44, 94
2867-2889	2-N	49
5400-5405	2-P	91
5932-5999	2-P	29, 91, 95
6401-6425	2-N	7, 12
6601-6608	2-D	23, 46, 72, 111
6901-6914	2-N	53, 77, 109

DIVISIONS 3 and 10 (Ave. 28 & Idell)

Coach Nos.	Headsign	Lines Used On
2500-2503	3-C	31
5100-5134	3-N	5, 6, 7, 50
5135-5181	3-P	25, 39, 56
5860-5929	3-N	5, 6, 26, 83
6585-6599	3-N	7
6642-6664	3-C	20, 22, 30, 32, 43, 45, 65, 78, 79, 80
6769-6790	3-P	19, 25, 57

DIVISIONS 4 and 5 (54th & Arlington)

Coach Nos.	Headsign	Lines Used On
5800-5858	5-N	5, 6, 9
6500-6544	5-N	5, 6, 50, 84
6545-6584	5-J	5, 6, 50, 84, 85
6610-6611	5-D	10, 73, 96, 102, 108
6612-6627	5-K	10, 73, 96, 102, 108
6700-6709	5-J	8, 18, 27, 48, 54, 101
6710-6749	5-K	8, 27, 48, 54, 101
6760-6768	5-K	8, 27, 48, 54, 101

FIRST ANNUAL LAMTA SURVEY--EQUIPMENT ASSIGNMENT (CONTINUED):

DIVISION 13 (Riverside)

Coach Numbers	Headsigns	Lines Coaches Used On
2011-2015	13-A	57, 59
2030-2044	13-A	59, 60
6750-6756	13-A	62, 82, 99

LINE ASSIGNMENTS

The following is a list of divisions giving the lines that are assigned to each, to illustrate which lines work

out of which divisions.

<u>DIVISION</u>	<u>LINES</u>
1	2, 3, 9, 26, 28, 47
2	7, 12, 23, 29, 41, 44, 46, 49, 53, 57, 72, 77, 91, 94, 95, 109, 111
3	5, 6, 7, 25, 57, 83
4	10, 18, 27, 48, 50, 54, 73, 84, 85, 96
5	5, 6, 8, 9, 48, 101, 102, 103
6	4, 13, 51, 75, 76, 83
7	3, 4, 21, 44, 83, 89, 91, 94
8	14, 15, 16, 24, 35, 57, 81, 86, 90, 93
9	11, 17, 52, 57, 58, 61, 63, 64, 68, 69, 112, 117, 118, 119
10	19, 20, 22, 26, 30, 31, 32, 39, 43, 45, 50, 56, 65, 78, 79, 80
11	55, 57, 58, 60, 71, 92
12	33, 34, 36, 37, 55, 59, 61, 66, 113, 114, 115, 116, 124, 125, 127
13	57, 59, 60, 62, 82, 99

Note: The following lines are not listed in the Equipment and Line Assignment lists, as they are branches of lines that are listed. (The parent line is listed in parenthesis.)

42 (83), 67 (68), 70 (71), 74 (16).

SEE THE TABLE

To conclude our survey, we look at the actual service that LAMTA offers. We summarize timetables and obtain the headway (time between busses) for three periods, during the week. The "AM" or Morning Peak (from 7 to 9AM), the Base period (10AM to 4PM), the "PM" or Evening Peak (4 to 6PM) and the Owl period (1 to 5AM). We also note the number of coaches required to operate on each of these headways.

FIRST ANNUAL LAMTA SURVEY--SERVICE TABLE (CONTINUED):

Line No.	Division	Monday Through Friday			Requi-rements	Saturday		Sunday		Owl		Note
		Peak	Reqmts AM--PM	Base		Base	Req.	Base	Req.	Owl	Req.	
001	21	--	--	--	--	--	--	--	--	--	--	--
002	1	6	22--20	15	9	15	8	20	6	60	1	--
003		Freq		7/15		7/15		20		60		--
	1		19		9		9		5		2	
	7		13--11		6		6		3		--	
004		Freq		10/20		10/20		30		60		--
	6		13--17		7		7		4		--	
	7		39--36		16		15		5		1	
005		Freq		10/20		10/20		20		60		--
	3		8--6		4		4		4		1	
	5		35--45		15		15		6		1	
006		Freq		10		15		30		60		--
	3		17--18		9		6		3		2	
	5		14--17		10		6		4		2	
007		Freq		12		12		20		60		--
	2		22		11		9		5		1	
	3		17--18		5		5		4		2	
008		7--8	19--17	20	8	20	7	30	5	60	2	--
009		Freq		15/30		15/30		30		60		--
	1		12		5		4		3		1	
	5		15--18		7		7		3		1	
010	4	20	4	20	4	40	2	40	1	--	--	--
011	9	60	1	60	1	60	1	--	--	--	--	--
012	2	5--7	17--20	15	10	15	10	30	5	60	1	--
013	6	30	4	80	1	80	1	90	1	--	--	--
014	8	30/60	3	30/60	3	60	2	--	--	--	--	--
015	8	60	1	60	1	60	1	60	1	--	--	--
016	8	40	12--8	60	6	60	4	--	--	--	--	A
017	9	60	1	60	1	60	1	--	--	--	--	--
018	4	10	8	20	4	20	4	30	3	--	--	--
019	10	30	2	60/120	1	60/120	1	--	--	--	--	--
020	10	30	3	30	3	30	3	--	--	--	--	--
021	7	30	9	30/60	6	60	4	60	2	--	--	--
022	10	40	2	40	2	40	2	--	--	--	--	--
023	2	30	1	40	1	--	--	--	--	--	--	--
024	8	20/40	8--10	30/60	7	30/60	6	60/120	3	--	--	--
025	3	Freq	22--25	10/20	13	10/20	13	15/30	8	--	--	--
026		Freq		5		6		10		60		--
	1		28--32		14		13		8		1	
	10		19--17		9		9		5		1	
027	4	15	8	20	7	20	6	40	2	--	--	B
028	1	Freq	23--25	12	11	12	11	30	5	60	2	C
029	2	Freq	24--25	12	11	12	10	30	5	60	1	--
030	10	15	1	20	1	20	1	20	1	--	--	--
031	10	20	3	20	3	30	2	30	2	--	--	--
032	10	20	3	30	2	40	2	40	1	--	--	--
033	12	12	13--12	30/60	6	30/60	5	60/120	3	60	2	--
034	12	25	5--6	60	3	80	2	140	1	--	--	--
035	8	8--12	11--13	60	3	--	--	--	--	--	--	--
036	12	10--12	8--10	30	5	30	5	30	5	120	1	--
037	12	30	5	60	3	80	2	120	1	--	--	--
038	--	--	--	--	--	--	--	--	--	--	--	--
039	10	6	23--22	15/30	9	20/40	8	30/60	5	--	--	--

FIRST ANNUAL LAMTA SURVEY--SERVICE TABLE (CONTINUED):

Monday Through Friday

Line No.	Division	Peak	Reqmts AM--PM	Requi- Base	Saturday Base	Sunday Base	Owl. Req.	Note
040	--	--	--	--	--	--	--	--
041	2	6--7	10--8	15	5	20	4	20 4
042	3-6-7	6	--	12	--	15	--	20 -- 60
043	10	20	1	20	1	20	1	-- -- --
044		Freq		10/20		12/24		20 60 -- --
	2		18--23		10		7	
	7		26--21		9		6	5 1 --
045	10	30	1	30	1	30	1	-- -- --
046	2	20	2	30	2	40	1	40 1 -- --
047	1	Freq	26--24	15	9	15/20	8	30 5 -- --
048		Varies		--		--		-- -- E
	4		1		--		--	
	5		8		--		--	
049	2	7--8	22--21	20	9	20	9	30 5 -- --
050		5--7		7/15		7/15		20 60 -- --
	4		9--7		4		5	
	10		13--12		8		7	4 4 1 1
051		7--10		30		30		60 -- --
	6		5		--		--	
	24		10		8		6	-- 4 -- --
052	9	8--10	16--18	30/60	5	30/60	5	60 2 -- --
053	2	20--25	5--6	30	5	30	4	60 2 -- --
054	4	12--15	7	20	5	30	4	30 3 -- --
055		20--30		120		120		120 -- -- F
	11		1--0		--		--	
	12		4--6		--		1	1 -- --
	25		2		2		2	1 -- --
056	10	10--15	11	60	3	60	3	60 3 -- --
057	2-3-4-5-7-8-9-10-11-13							
058		6--10		20/60		20/60		40/120 -- -- M
	9		17--16		5		5	2 -- --
	11		7--12		6		3	-- -- --
	22		7		6		5	3 -- --
	23		4		3		4	-- -- --
059		120		120/240		120/240		210 -- --
	12		1		1		1	1 -- --
	13		1		1		1	2 -- --
	22		1		--		--	-- --
060		15		30/60		30/60		30/60 -- -- M
	9		6		1		1	1 -- --
	11		3--5		5		4	4 -- --
	13		9--10		10		10	8 -- --
061		60/120		60/120		60/120		60/120 -- --
	9		1		1		1	1 -- --
	12		1--2		2		2	2 -- --
	26		3		3		4	4 -- --
062	13	30/60	3--4	30/60	3	40/80	3	60 1 -- --
063C	9	8--10	18--19	40/80	6	40/80	6	60/120 5 -- --
063V	9	5--10	14--16	30	5	30	4	40 3 -- --
064	9	Four Round Trips			1	4 RT	1	-- -- --
065	10	20	3	30	2	30	2	60 1 -- --
066	12	20--30	7--8	30	8	30	7	30 7 -- --
067	9	30	--	60	--	60	--	60 -- --
068	9	20	12	30/60	7	30/60	7	60 5 -- -- H H

FIRST ANNUAL LAMTA SURVEY--SERVICE TABLE (CONTINUED):

Line No.	Division	Monday Through Friday				Saturday		Sunday		Owl		Note
		Peak	Reqmts AM--PM	Base	Requi-remnts	Base	Req.	Base	Req.	Owl	Req.	
069	9	15--20	5--4	40	2	40	2	--	--	--	--	--
070	11	15--20	--	30	--	30	--	60	--	--	--	--
071	11	20	10--13	30	9	30	8	60	4	--	--	I
072	2	20	2	20	2	40	1	--	--	--	--	I
073	4	24	1	30	1	30	1	--	--	--	--	--
074	8	40	--	60	--	60	--	--	--	--	--	--
075	6	5--6	27	20	9	20	9	30	6	--	--	J
076	6	30	3--4	60	2	60	2	120	1	--	--	--
077	2	20	4	20	4	30	3	30	2	--	--	K
078	10	15	3--2	30	1	30	1	30	1	--	--	--
079	10	40	3	40	3	40	3	60	2	--	--	--
080	10	30	1	30	1	30	1	--	--	--	--	--
081	8	20/40	14--10	30/60	10	30/60	9	60	4	--	--	--
082	13	60	1	60	1	--	--	--	--	--	--	--
083		Freq		6/12/24		7/15/30		10/20/40		60		D
	3		27		12		10		12		1	
	6		17		7		10		5		--	
	7		32--45		26		18		13		1	
084	4	Freq	32--24	15	10	15	9	20	8	--	--	--
085	4	6--7	15	15	14	15	14	20	8	--	--	--
086	8	10--20	15--17	30/60	9	60	5	60	2	--	--	--
087	--	--	--	--	--	--	--	--	--	--	--	--
088	--	--	--	--	--	--	--	--	--	--	--	--
089	7	10/20	12	10/20	12	10/20	11	--	--	--	--	--
090	8	30	10--7	60	4	60	4	20/40	5	--	--	--
091		Freq		10/20		7/15/30		10/20		--	--	--
	2		13--18		8		9		5		--	--
	7		25--27		11		12		10		--	--
092	11	8--10	16--18	20	8	30	5	40	4	--	--	--
093	8	Freq	33--36	20/60	13	20/60	12	30/60	8	--	--	--
094		4--7		5/10/20		10/20		20		--	--	--
	2		10--8		8		4		2		--	--
	7		14--13		8		6		6		--	--
095	2	Freq	36--24	10/20	15	12	11	15	8	60	2	--
096	4	20	3	20	3	30	2	40	--	--	--	B
097	31	--	--	--	--	--	--	--	--	--	--	--
098	31	--	--	--	--	--	--	--	--	--	--	--
099	13	60	1	60	1	--	--	--	--	--	--	--
100	--	--	--	--	--	--	--	--	--	--	--	--
101	5	20/40	3	20/40	3	60	3	60	1	--	--	--
102	5	60	2	60	2	60	2	60	1	--	--	--
103	5	60	5--4	60	4	60	4	--	--	--	--	--
105	--	--	--	--	--	--	--	--	--	--	--	--
106	--	--	--	--	--	--	--	--	--	--	--	--
107	--	--	--	--	--	--	--	--	--	--	--	--
108	--	--	--	--	--	--	--	--	--	--	--	--
109	2	30	3	30	3	60	1	--	--	--	--	--
110	--	--	--	--	--	--	--	--	--	--	--	--
111	2	30/60	2	30/60	2	30/60	2	--	--	--	--	--
112	9	120	1	120	1	120	1	--	--	--	--	--
113	12	60/120	4--3	60/120	3	120	1	--	--	--	--	--
114	12	30/60	1	30/60	1	60/120	1	--	--	--	--	--
115	12	60	3--2	60	2	60	1	--	--	--	--	--

FIRST ANNUAL LAMTA SURVEY--SERVICE TABLE (CONTINUED):

Line No.	Division	Monday Through Friday				Saturday	Sunday	Owl		Notes	
		Reqmts Peak	Reqmts AM--PM	Base	Reqmts	Base	Req.	Base	Req.		
116	12	60/120	2	60/120	2	120	1	--	--	--	--
117	9	60/120	5--4	60/120	3	60/120	3	--	--	--	--
118	9	120	1--2	120	1	--	--	--	--	--	--
119	9	60	0--1	60	1	--	--	--	--	--	--
120	--	--	--	--	--	--	--	--	--	--	--
121	--	--	--	--	--	--	--	--	--	--	--
122	--	--	--	--	--	--	--	--	--	--	--
123	--	--	--	--	--	--	--	--	--	--	--
124	12	80/160	3	80/160	3	80/160	2	70/140	2	--	--
125	12	60	1--0	60	1	--	--	--	--	--	--
126	--	--	--	--	--	--	--	--	--	--	--
127	12	--	--	One	1	Round	1	Trip	1	--	--
---	--	--	--	--	--	--	--	--	--	--	--
177	2-3	--	--	Headway and Coach Requirements Vary				--	--	--	--

TOTALS AM 1276--1305 PM 680 581 360 33

NOTES:

Reqmts-- Coach requirements for peak headways, if available, have been broken down into the morning and afternoon periods. Numbers under the "AM" column are coach requirements for the morning rush; numbers under the "PM" column are coach requirements for the afternoon rush. Numbers under the "--" column (or in the middle) are the coach requirements for both the AM and PM periods.

Freq. -- Rush hour headways of five minutes or less.

10/20 -- Denotes short line turnback headway and headway to the end of the line, or main line and branch headways.

- A - Includes six morning school trippers on Line 16
- B - Lines 27 and 96 are combined on Sundays, with both coaches in the operation assigned to Line 27 (Service is on Normandie and Vernon).
- C - On Sunday, there are two PM trippers on Line 28, providing 15 minute service: westbound from 12:13PM to 3:41PM; eastbound, 3:35PM to 5:37PM.
- D - Line 42 is a branch of line 83; equipment totals are shown under 83
- E - There are no "true" headways on Line 48. Service is operated to Dorsey High School, Washington High School, Audubon Junior High School, from Florence & Western, 64th & Keniston, 10th Ave, & Jefferson, Forrest & La Brea, and Fairview & Overhill.
- F - On Monday through Saturday, Division 12 has one coach in night base service, and Terminal 25 has two coaches in day base service. On Sunday, each division has one coach in service.
- G - Service is provided to Los Alamitos Race Course, Santa Anita Race Track and Hollywood Park from various cities; service is scheduled differently for each racing season.
- H - Line 67 is a branch of Line 68; equipment totals are shown under 68
- I - Line 70 is a branch of Line 71; equipment totals are shown under 71
- J - Line 74 is a branch of Line 16; equipment totals are shown under 16
- K - Line 76, in the peak, also has one morning trip to Los Angeles, inbound, and one trip in the afternoon from L. A. to Pacific Palisades. These trips are not included in the peak headways.
- L - Except for summer months, Line 127 is operated only from Long Beach to Marineland.
- M - Equipment requirements for Lines 58 & 60 include equipment assigned for emergency and relief purposes, second sections, etc., but not included in regular schedules.

CALIFORNIA CAPITALWAYS — By Warren F. Quon

SAN FRANCISCO MUNICIPAL RAILWAY. SFMRy has converted line 41--UNION-HOWARD from a full trolley coach line to a motor coach and trolley coach line on November 10, reason: street work in downtown San Francisco. Presidio Division is operating trolley coaches from Greenwich & Lyon to Sansome & Clay; Kirkland Division motor coaches run from Sansome & Clay to Howard & Beale; Potrero Division operated trolley coaches between Howard & Beale and 26th and South Van Ness. At night and during the weekend, the entire line is operated by Kirkland Division motor coaches. Muni. has suffered from at least three fires in the last three months. The first fire was on October 10th, when ex-SAINT LOUIS PUBLIC SERVICE CO. PCC 1124 had a bad roof fire, which occurred on Market St. on a very rainy day, and which held up traffic for 35 minutes. Next, on Friday, November 13th (!) Saint Louis Car Co. trolley coach 866, of the "Miscarried Marmon" type, had a fire, near the Southern Pacific Building, which ruined its brand-new paint job. Finally, and we hope Muni. has broken the jinx, bus 2170, a Mack C-49DT, was completely burned out at Ocean Division, during November. Muni. now has only 449 Macks, now. Speaking of Macks, "The Golden Coach," No. 2512, which was decorated for Muni's Golden Anniversary, has just been repainted from its special Gold and Black scheme to standard Muni. colors, green and cream. SFMRy's budget for the 1964-65 fiscal year, calls for \$7.6 Million, in tax money alone, to maintain the 15¢ fare. Last year's budget was \$1.13 Million less; the tax subsidy was \$1.2 Million less. It is interesting to note that Muni. will buy 40 new buses, presumably either Fishbowls or Aquariums, with some of the money, probably for the replacement of some of the White 798's. The new buses will be the first NEW revenue equipment that Muni. has purchased since 1960, when 70 Mack C-49DT's were acquired. (Of course, Muni. purchased 1101-1166, which it had previously leased from SAINT LOUIS PUBLIC SERVICE, in 1962, but these PCC's were not new.) Long-Range Budget plans call for spending approximately \$40. Million by 1970 to refurbish or re-equip the bus and streetcar system to adjust to the plans of the BAY AREA RAPID TRANSIT DISTRICT, whose Market St. Subway and Mall plans, which will directly affect Muni. Plans also call for the gradual replacement of trolley buses with motor coaches; the elimination of overhead wires on Market St., downtown; in the "Mall" area, two lanes, for buses only, will prevail; streetcars and rapid-transit trains will operate in the lower levels of the subway. So, the next few years should see large equipment and service changes for SFMRy.

RAMONA STAGE LINES. RSL, (see THE BOOSTER, October, 1963) is dead, or out of business. After 26 days of operation, the company had only collected \$135.00, or 2¢ a mile, operating two round trips daily!

SACRAMENTO TRANSIT AUTHORITY. STA, in November, extended three lines to the West End along "K" St. to the new Macy Department Store. There appears to be a slight shift of the Sacramento retail area westward, during its downtown redevelopment. Headways on the "K" St. extension, combining all three lines, is: weekdays, 5 minutes; Saturdays, 8½ minutes; and 30 minutes at night.

WESTERN GREYHOUND LINES. WGL issued new schedule folders 1-13, on January 8th. Most of the adjustments were minor, but of interest to S. F. Bay Area Greyhound Suburban watchers, was folder 11, which lists San Francisco-San Jose Local service, which now has a separate Sunday schedule shown, along with the Daily Except Sunday schedule. This makes the schedule much easier to read than the old "all-in" schedule. Construction on the new San Francisco Terminal will start late this year, and

CALIFORNIA CAPITULATIONS--WGL (CONTINUED):

will be completed in 1967. Early in November, WGL bought out GREY LINE OF SAN FRANCISCO, a local sight-seeing bus company, whose red and white Crown Coaches, with windows in the roof, are a familiar San Francisco trademark. It is expected that there will be little change in operation. It is believed that this is the first time that a transcontinental bus company has purchased and operated a Grey Line Sight-Seeing operation. City transit companies have been known to operate Grey Line services, the best known is Detroit's DSR.

SAN DIEGO ECONOMY LINE. SDEL's Route 1--SAN DIEGO-COLLEGE GROVE-LEMON GROVE-HOMELAND extension will operate as at present from San Diego to Campo and Calavo, Homeland, thence via Calavo, Itzamma, Avacado, Washington, 2nd, Winter Gardens, Woodside, Channel (River), Laurel and Maine to Woodside, in Lakeside. Part of the route would restore bus service between Spring Valley and El Cajon, which was formerly route 5, but has been gone for several years now. The last word on the proposed operation, was that a passenger getting on in San Diego, going to Lakeside, could ride only to Chase and Avacado in El Cajon, where he would get off the bus, then board it again, paying a new fare from El Cajon to Lakeside. This restriction would not apply east or north of College Grove Shopping Center. FRED ALLEN, SDEL owner, contacted SAN DIEGO TRANSIT SYSTEM officials to make a deal to lift this restriction. SDEL would allow SDTS to extend its Line E--EL CAJON from Main & Lincoln, six blocks further east to 2nd & Main (in the City of El Cajon). No further information is available at this time. SDEL is moving to a new barn, in Lakeside. SDEL sold its Spring Valley garage to the state of California. SDEL fare collection went modern, in December, with the purchase of two Grant Farelocks (lock-type farebox) for \$725, replacing two older hand-crank Johnson Type-D's, which came from SDTS, who got them from SAN DIEGO ELECTRIC RAILWAY, who got them with a group of streetcars from Salt Lake City during World War II.

HEMET BUS LINES. HBL will start its new bus service to Sun City (see THE BOOSTER, December, 1963) on January 15. The route will be 34.6 miles long and will start from Greyhound's Riverside Station, then traveling along Highways 60 and 395 to "D" St., in Perris. Then, leaving Perris (home of the ORANGE EMPIRE TROLLEY MUSEUM) via 4th St. and Hwy. 395 to Sun City. From Sun City, via Highway 74 to the present Hemet Bus Station. Two round-trips per day will be operated. Fares will vary from 30¢ to \$2.30.

SAN DIEGO TRANSIT SYSTEM. SDTS made cuts in Sunday service on December 1st. Line 1--EL CAJON BLVD. LOCAL (on which all Line E-LA MESA and E-EL CAJON trips run as line "1" on nights and Sundays) and Line 3--MISSION HILLS-OCEAN VIEW BLVD. was cut from a 25 to a 30 minute headway. Also, on December 1st, the loop on Line 11--KENSINGTON-LOGAN HEIGHTS hourly service (Monday to Friday only) extension to South Spring Valley, was changed to a turn-back service. The loop was quite large; the buses would take their "layover" in the middle of it, near a shopping center. Some patrons would have to ride to the layover area and wait as long as 30 minutes for the bus to continue. Route E--EL CAJON was rerouted slightly in the Fletcher Hills area on December 15th. A bigger loop is now being made in Grossmont Center. Buses now operate via Jackson, Parkway, Amarillo, Mellmanor, Grossmont Center Drive, through the Center to Jackson and La Mesa Blvd., then via regular route. UTB member, Bill Wootton, tells us of two temporary reroutings. Reconstruction of a bridge on Adams Ave. over Texas St., caused Line 11--KENSINGTON-LOGAN HEIGHTS buses to be rerouted via Adams, Arizona, Madison and Louisiana.

CALIFORNIA CAPITULATIONS--SDTS (CONTINUED):

This will continue until the new bridge is finished. Line 6--POINT LOMA-NORTH PARK was rerouted, between 8:30AM and 3:30PM only, via Texas, Madison, Park, Normal, Washington, Hly. 395, Hwy. 80 to Mission Valley Center. Both reroutings took effect on December 26th; Line 6 was changed back to its regular route on January 9th. As yet, SDTS has issued no passenger schedules, showing the above mentioned reroutings, except line 11. The first 800 series GMC TDH-4512, No. 878, came out with the new paint scheme in January. Almost all of the 501-550 series GM Coach TDH-4801's have been repainted by now. Additional notes on the new SDTS paint scheme: The word "System" has been eliminated from the company name and from emblems on repainted coaches. SDTS ended 1963 with an estimated loss of \$30,000, which is compared to a profit of \$175,000 in 1962. Passengers declined from 22,861,000 in 1962 to 20,300,000 in 1963. Revenues dropped \$250,000 from the 1962 total of \$5.85 Million, despite a fare raise of 30¢, in November. SDTS's efforts to get tax relief failed over and over again, in 1963, as the San Diego City Council voted 4-3 against discontinued franchise taxes. Imperial Beach would, if the rest would; Chula Vista says no, but would use it to pay its share of the proposed transit study. California Governor, E. G. Brown, vetoed eliminating weight fees for city bus operators. The only way out seems to be a public take-over of SDTS, which may be in the near future. This would eliminate most taxes and would, we hope, make public officials more aware of their obligation to the public to provide for good transportation. Two bright spots in the picture, are increased business on the Coronado Ferry, owned by SDTS, bringing in \$95,000 for 1963, and CALIFORNIA BUS TOURS, charter division of SDTS. CBT operates GM Coaches of the PD-4104 and PD-4106 types, and reports that business is up 10% over 1962, with opportunity for even greater improvement.

LONG BEACH PUBLIC TRANSPORTATION CO. LBPTCo. drivers have a new blue uniform and a new hat badge in the design of a small world, with big wings. All of the GMC TDH-4517's have been repainted blue and have been renumbered 4501-4515. In December, the last Mack C-41GT, of the group of 7101-7115, that had been retired in October, finally left the property. Due to lack of modern office facilities, Executive Vice-President and General Manager, WILLIAM F. FARELL'S office is temporarily a house trailer. (Ed. Note: While Mr. Farrell's office does not look too impressive from the outside, on the inside, where it matters, it is quite nice and is most modern. In fact this office is not only better than any of the offices in the garage building, but is better than many offices that I've seen. GLS.) The trailer is located in the bus storage barn, across the street from the garage and offices. Plans for a new garage and office building have already been drawn; construction will begin as soon as funds are available. The ten new GMC TDH-5303's that are expected on January 20th, will retire all five (7630-7634) of the GMC TD-3609, plus five (7523-7527) of the nine (7523-7531) GMC TD-4506's. The 3609's were generally used on Line 8-EASY AVE.-EAST TENTH ST., while the 4506's were seen on Lines 11-EAST BROADWAY-LAKEWOOD-BELLFLOWER and sometimes others, e. g. Line 9--EAST SEVENTH-BELLFLOWER and 4--EAST FOURTH-SEAL BEACH.

CALIFORNIA BUS LINES. CBL, of Riverside, has taken delivery on the used diesel mechanical suburban coach that it purchased from LAMTA. The bus, of 1955 GM Coach manufacture, is TDM-4515--082, and was numbered 2010 by LAMTA. CBL had LAMTA paint the light green white, leaving the white roof and dark green around the windows. It is CBL No. 22, and replaces coach No. 20, a diesel mechanical transit coach, GM Coach's TD-4506--329. No. 22 joins its sister coach, No. 15, GMC's TDM-4515--270, in providing CBL's RIVERSIDE-MARCH AIR FORCE BASE service.

THE LAMTA MONTH --- By Edmund A. Buckley

WILMINGTON AREA SERVICE IMPROVEMENTS

On December 9th, last, Line 37--HARBOR FREEWAY FLYER began handling local passengers in the Wilmington-Keystone area, and on December 29th, Lines 33--LOS ANGELES--COMPTON--LONG BEACH--SAN PEDRO and 66--HUNTINGTON PARK--LONG BEACH--SAN PEDRO were rerouted to provide direct service to Anahiem St. and Avalon Blvd., the focal point of activity in Wilmington, in an extensive redesign of Harbor area transit service.

The morning of December 9th, saw 16 new bus stops established on Line 37, in the area formerly served by WILMINGTON BUS COMPANY, and restricted to LAMTA. New stops are made along Avalon Blvd. at Elsmere Dr., 220th St., 223rd St., 228th St., Bayport St., Idabel Ave., Sepulveda Blvd. Bond St., Lomita Blvd., "Q" St., Pacific Coast Hwy., "L" St., Opp St., Anahiem St. and at "F" St. An additional AM Peak trip, southbound, was inaugurated, leaving Avalon & Carson at 7:00AM; arriving at San Pedro at 7:19AM.

Although still a charter operator, WILMINGTON BUS COMPANY'S rights as a transit operator were purchased by LAMTA for \$5,000. WBC had one transit operation: the AVALON BLVD. Line, which ran from Sepulveda and Avalon to Catalina Dock, and on which a Ford Transit, a 53-seat Yellow Coach TD-4502 or an old school-type bus could be seen. The company ceased transit operations on Friday, November 29th.

Lines 33 and 66, before December 29th, had been routed so as to avoid Downtown Wilmington, because of WBC operation. Both lines have since been rerouted along Anahiem St. and Avalon Blvd., in lieu of Mc Farland Ave., and "D" St., which is an oil field area, and is sparsely populated.

Line 33 was further changed along Alameda St. The route now travels via Alameda St., Pacific Coast Highway, Sanford Ave., Anaheim St., Avalon Blvd. and the regular route to San Pedro. The Sanford Ave. area, residential in nature, had formerly been served by HARBOR BUS LINES, who ceased operations in 1961. LAMTA had been unable to serve this area because of the Avalon Blvd. restriction.

Because of the increased service on residential streets, additional stops, the added Line 37 trips, and direct service to downtown Wilmington, additional patronage is expected on all three LAMTA Harbor area routes. (The above information was provided through the courtesy of DAVID D. CANNING, LAMTA Senior Transportation Engineer.)

SUBSIDY WITHDRAWN---FAREWELL TO LINE 119

Line 119--SOUTH EL MONTE LOCAL, the first line in the history of LAMTA to be subsidized, reaches the end of its line on Friday, February 7th. The line only earned about \$75 a week, or about half its cost, although patronage did increase substantially from the first week of operation. LAMTA was guaranteed \$45 a day under the subsidy. After seven months of operation, however, the City of South El Monte felt that the test was unsuccessful, and withdrew its subsidy.

Let's hope that more cities and private industry will take an interest in public transit, and will subsidize new lines for other areas with more success.

(Have you ridden the 119 Line yet? If not, you'd better get to it. Some UTB members are planning to ride the trip leaving El Monte at 10AM on Friday, February 7th, the last day. This will be an unofficial activity, but if you're free, you're invited to come along.--GLS.)

THE LAMTA MONTH (CONTINUED):LAMTA WORKS WONDERS--REDUCES 1964 BUDGET

The Board of Directors, on December 17th, last, approved the 1964 Annual Budget. The most amazing feature of the budget was that, in the face of raising budgets of all other public agencies, LAMTA reduced its budget by \$1, 615,500 to a total of \$45, 178, 500.

Wages and salaries of \$27,722,500 account for the largest part of the budget, with supplies, fuel and tires, employees welfare, rents, utilities and insurance, interest and taxes, depreciation and finally unclassified accounting for the other costs to the Authority.

Major features of the 1964 budget call for the purchase of new buses, rebuilding of other coaches, renovating "New Look" coaches, building of two new divisions, a reduction of vehicle miles to be operated, and additional Equipment Trust obligation payments.

LAMTA plans to purchase 23 suburban coaches, which may be air-conditioned, for use on certain interurban lines. The purchase of 40 coaches of 36 passenger capacity for feeder lines is also contemplated, if suitable new coaches can be obtained. Otherwise, 32 of the TDH 3609, 3610, and 3612 model 6600 series GM Coaches, will be rebuilt.

The rebuilding of 125 GMC TDH-4801's (various 2100, 2200, 2300, 2900 and 6500's--exact numbers unknown at this time) will consist of re-conditioning of seats, upholstery, sash, bumpers, air ride bellows, and complete repainting of the interior and exterior of these coaches. The rebuilding will add an additional 1½ years to the life of each coach.

Renovating of the "New Look" coaches will entail first, installing new radiators which are heavier than those originally installed, on 200 Flexible F2D6V-401 5800-5999 series coaches; second, the installation of blower motors in 210 GMC model TDH-5301's (5200, 5300 and 5400's) and 30 model TDM-5301's 5500 series coaches; and last, installing new axle housings on 120 TDH-5301's. The remaining 120 5301's will receive their axle housings in 1965.

The brand new divisions, one located in Riverside at 2450 Mulberry Street, and the other in Long Beach, in the vicinity of Magnolia and Ocean, will be built this year. The new Division 13 will be built on property acquired last year, which will accomodate 100 buses. Presently, 26 coaches are assigned to Riverside. \$400,000 has been budgeted for building a new Division 12 (exact details unknown at this time.)

A reduction in vehicle miles operated will occur by further consolidating overlapping lines and tailoring service to meet patronage demands.

Equipment Trust obligation payments of almost \$2,000,000 will be paid, as is done yearly, on 565 of the 718 coaches that LAMTA has purchased since 1958.

From all aspects, 1964 will constitute a busy and eventful year for LAMTA.

LAMTA'S NEW PAINT SCHEME

November 1963 saw the first public display of LAMTA's new light-green and white paint scheme. To date, 25 coaches have been seen with the new paint job. Thus far, only "Old Look" (Pairy's and Squary's) have been given the new scheme. With the new scheme, the bus is white above the belt rail, and light green below, except for a large white area on the sides and on the rear, which generally conforms to the unpainted aluminum area on "New Look" coaches. Among coaches seen with the new paint scheme are: 2011, 2013, 2040, 2111, 2126, 2150, 2155, 2200, 2337, 2373, 2920, 2922, 2923, 5150, 5152, 5154, 5158, 5160, 5162, 5164, 5168, 5173, 6536, 6574, and 6644.