

THE BOOSTER

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 2, No. 6

June, 1964

Twelve Pages

DALLAS From member-correspondent, P. Allen Copeland, who is currently the guest of our mutual uncle, at Ft. Hood Texas, we have a report of the arrival of DALLAS TRANSIT SYSTEM's first 95 new buses. The new G M Coach model TDH-5303 coaches have been numbered 1-95 by DTS, and are airconditioned units. The new coaches, dubbed "Dandiliners" by DTS, were dedicated in downtown Dallas on June 10th, in a parade showing-off the most recent acquisitions by the city, to its citizens. To go along with the new buses, DTS has introduced a series of line and service improvements.

PHILADELPHIA The PHILADELPHIA TRANSPORTATION CO.

has recently taken delivery on 58 new TDH-5304 air-conditioned transit coaches. In view of the impending take over of PTC by the recently formed South East Pennsylvania transit authority, PTC, 12% of whose stock is held by NATIONAL CITY LINES, has been diversifying, by purchasing other transit properties. According to member Al Styffe, who was in Boston this month, PTC has purchased the EASTERN MASSACHUSETTS STREET RAILWAY COMPANY. Al noted that EMSRY has adapted PTC's standard paint scheme, of green and cream, with an orange belt rail. Former PTC buses were seen on EMSRY, plus EMSRY's own buses in the new paint scheme. Incidentally, EMSRY's Old Colony busway plan was defeated.

RICHLAND Washington. The ATOMIC ENERGY COMMISSION, upon the arrival of their 27 new Flexible suburban coaches, put up for bid, 23 of their single-door, 41 passenger GMC TDM-4507's, serial numbers 2984-3016. The AEC provides transit service for their employees between places of work and residences.

CONNECTICUT THE CONNECTICUT COMPANY, a 452 bus transit company, operating local services in New Haven and Stamford, Connecticut, plus intercity service in surrounding areas, has been purchased by the Colony Co., a Hartford holding company.

Having been previously owned by the bankrupt NEW YORK, NEW HAVEN AND HARTFORD RAILROAD, THE CONNECTICUT CO. at one time had transit operations in nearly every Connecticut town and city. Since WW II, however, Conn. Co's system has dwindled down to its present size. CCo's present fleet consists of various GM SDM & SDH-4501's, TDH-4517's TDH-5105's, TDH-4512's TDH-3610's and TDH-4008's; Mack C-49DT's, C-45DT's, C-37GT's, C-41GT's and C-45GT'S; and a few ACF-Brill C-36's.

Under the controll of the Colony Co., Conn. Co. has already taken delivery on six new GMC PD-4106's for its charter and intercity service. They also have on order for July delivery, ten new city transit buses. In addition, 30 to 50 more new units will be purchased as soon as the manufacturer can deliver them.

U. T. B.

Meeting Notice *Club News*

The July regular 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 Ave. in Los Angeles. It will be held on Sunday evening, July 12, 1964, and will be convened at 6:00 PM, instead of the usual 7:30PM. The meeting is being held early for the convenience of our San Diego members, who must make a 9:15PM train back to San Diego, that night. To reach the meeting by public transportation, board a LAMTA Line 4--MELROSE AVE. coach northbound on Hill St., in downtown Los Angeles; ride to Third and Lucas; disembark, then walk one block north to Miramar. The building in which the meeting will be held is located on the northwest corner of Miramar and Lucas.

NEW MEMBER: A great big welcome aboard to Norman H. Weiner, No. 32, who was accepted into membership at the June meeting.

AUCTION: Our members are reminded that auctions are held at our monthly meetings, for the purpose of bringing additional revenue into the club treasury, and, in some cases, paying for the meeting hall. Our members are asked to contribute their spare transit material, such as maps, transfers, time tables, tokens, tickets, etc. to the monthly auction.

CLASSIFIED SECTION: This is to introduce another new section of THE BOOSTER, member want-ads. In this corner, members are invited to list items of transit interest that they may want to buy, trade or sell. This service is free to members. Rates to non-members are available, upon request.

WANTED TO TRADE: Bus serial numbers, particularly GMC, but also Mack, Twin, White, etc. Wanted is bus chassis serial number and corresponding coach, or operators number (Example: LAMTA No. 2701, GMC TDH-5103002). Has vast lists, is trying to complete for historical purposes. Will trade information. Ken Kau, 8101 Fourth Avenue, North Bergen, New Jersey.

WANTED TO BUY: Negative or print, good only, of PACIFIC ELECTRIC RAILWAY CO. PCC car No. 5016. Allan W. Styffe, 928 Norton Ave., Glendale, Calif. 91202.

WANTED TO BUY OR TRADE: B/w negatives (616, 116 or 2¼ x 3½ sizes only), color slides (35mm only) route maps, schedules, transfers and tokens. Large systems east or west. Gerald L. Squier, 2734 Lytelle Pl. Los Angeles, Calif. 90065.

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. THE BOOSTER is published as a service, free to members, and is available at \$2.00 per calendar year to others.

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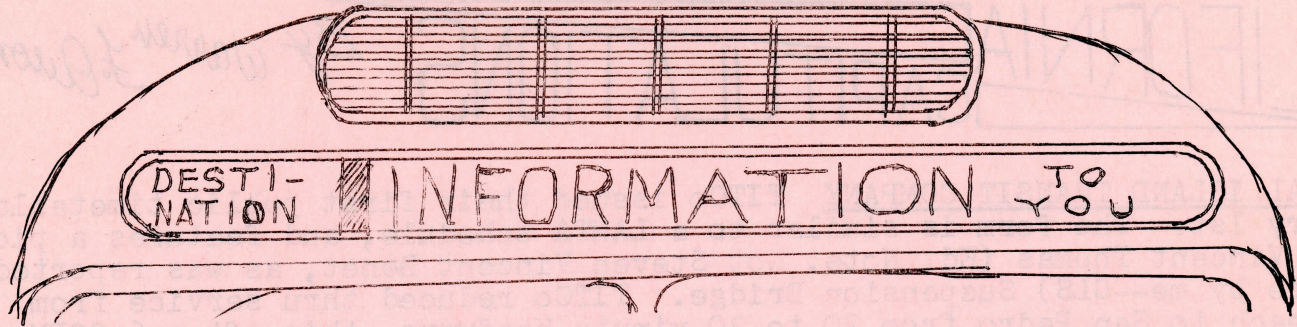
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LATL "R" 6500-6599 (TDH-4801)

1	SPECIAL
2	SCHOOL BUS
3	NOT IN SERVICE
4	5 HAWTHORNE-EAGLE ROCK
5	5 HAWTHORNE
6	5 INGLEWOOD <small>TO ARBOR VITAE</small>
7	5 CRENSHAW <small>TO FLORENCE</small>
8	5 CRENSHAW <small>54TH ST</small>
9	5 SANTA BARBARA <small>TO SUTRO</small>
10	5 OLYMPIC & BROADWAY
11	5 TEMPLE & BROADWAY
12	5 AVE. 28 & FIGUEROA
13	5 AVE. 37 & VERDUGO RD.
14	5 EAGLE ROCK
15	(BLANK)
16	(BLANK)
17	8-54 TH ST. <small>TO CRENSHAW</small>
18	8 AVE. 20 & PASADENA
19	8 12 TH & MAIN
20	8 SUNSET & MAIN
21	8 GRIFFIN & MAIN
22	8 MISSION RD <small>TO LINCOLN PK.</small>
23	(BLANK)
24	(BLANK)
25	6 VERMONT <small>TO 116TH ST.</small>
26	6 VERMONT <small>TO MANCHESTER</small>
27	6 VERMONT <small>TO 54TH ST.</small>
28	6 OLYMPIC & BROADWAY
29	6 TEMPLE & BROADWAY
30	6 AVE 28 & FIGUEROA
31	6 NO. FIGUEROA <small>TO YORK</small>

LATL 6500 (CONT'D)

32	6 YORK BLVD. <small>TO AVE. 50</small>
33	10 W 48 TH ST.
34	18 JEFFERSON-COLISEUM
35	25 W. NINTH ST.
36	25 NO. FIGUEROA ST.
37	50 FLORENCE AVE.
38	50 SOTO ST.
39	54 MANCHESTER-FIRESTONE
40	84 WESTERN AVE.

P.E. 2900-2934 (TDH-4801)

LONG SIGN	SHORT SIGN
SPECIAL	LIMITED
LIMITED	EXPRESS
EXPRESS	BEVERLY HILLS
NOT IN SERVICE	BRENTWOOD
SANTA MONICA	BEVERLY HILLS
VENICE	VIA BRENTWOOD
SANTA MONICA	VIA GULVER CITY
SANTA MONICA	VIA VENICE
VENICE	GULVER CITY
BEVERLY HILLS	SANTA MONICA
WEST LOS ANGELES	TO WESTWOOD
LOS ANGELES	UCLA
WILSHIRE BLVD.	BEVERLY HILLS
SUNSET BLVD.	TO LOS ANGELES
FAIRFAX AVE.	LA BREA
HOLLYWOOD	TO VINE ST.
HILL ST.	TO WESTERN AV
SUNSET BLVD.	TO LAUREL CANYON
SANTA MONICA BLVD.	TO 11 TH & HILL
HOLLYWOODLAND	SUNSET BLVD.

PE 2900 (CONT'D)

LONG SIGN	SHORT SIGN
UNIVERSITY	TO BRISTOL
PACIFIC PALISADES	TO WILSHIRE BLV
WESTERN & FRANKLIN	TO PICO BLVD
NO. HOLLYWOOD VAN NUYS	TO VENICE BLY
NO. HOLLYWOOD	TO HOLLYWOOD
VAN NUYS	VIA BEVERLY BLV
VENTURA BLVD	VIA RIVERSIDE DRIVE
WEST HOLLYWOOD	VIA SANTA MONICA BLY & FREEWAY
ECHO PARK AVE	VIA FREEWAY & SANTA MONICA BLY.
LOS ANGELES 15 TH & HILL STS.	VIA FREEWAY
LOS ANGELES VENICE & HILL	VIA HILL ST.
LOS ANGELES 11 TH & HILL	SUNSET BLV
HOLLYWOOD BOWL	VIA SANTA MONICA BLY
GULVER CITY	TO HIGHWAY & SANTA MONICA BLY
CANOGA PARK	TO SAN BOURN
SAN FERNANDO	TO ALVARADO
	TO OVERLANDO
	VIA RESEDA

The above sign lists were provided through the courtesy of member Lazear Isreal. It is interesting to note that while both of these groups of buses had these signs, they were used on only two lines each, the 2900's on lines 93 and 94, the 6500's were restricted to lines 5 and 6--this with only a few exceptions.

CALIFORNIA CAPITULATIONS

By Warren J. Quon

TERMINAL ISLAND TRANSIT COMPANY TITCo issued their first public timetable on February 1st. The form is similar to a LAMTA schedule, and features a picture of the Vincent Thomas (Ed. Note: Not Steven Vincent Benet, as was reported elsewhere by me--GLS) Suspension Bridge. TITCo reduced thru service from Long Beach to San Pedro from 20 to 30 minute headways--this after 6:00PM on weekdays, and all day on Sunday. A short line turn-around service is now being provided between downtown Long Beach and Gate 1 of the vast U. S. Navy base on Terminal Island, providing a 15 minute service to Gate 1. The 20 minutely through Long Beach-San Pedro weekday base and all-day Saturday service remains unchanged. The FISH HARBOR service has stabilized into a feeder bus, connecting with the thru buses, and operates on a 20 minute headway, on weekdays. Night service, including owls, as well as Saturday and Sunday service to Fish Harbor is, however, provided by off routing one of the through LB-SP cars via East San Pedro and Fish Harbor once an hour in each direction. Owl schedules operating half-hourly between Long Beach and San Pedro are provided under the new schedule, except for an hourly break at 4:00AM.

ORANGE BELT STAGES OBS has discontinued the KING CITY-HANFORD Line on April 15th. Service was twice weekly on Tuesdays and Fridays only; it had been cut to this, from a daily service, last October 27th. The move now leaves the town of Coalinga, with a population of 5,965, without any form of public transportation, bus, rail or air.

SANTA MONICA MUNICIPAL BUS LINES In 1963, SMMBL was the only transit operation in Southern California able to brag about not only making more money than in 1962, but actually carrying more people! Of course, this is a common feat for SMMBL. Increases were 50,000 more riders than in 1962, making it 13,304,871 passengers carried in 1963. Receipts for the year were \$1,941,268, an increase of .8%.

PASADENA CITY LINES PCL may possibly be the next property that LAMTA will take over--or rather, the first property, other than what it gets from LAMTA that the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT will take over. Negotiations are presently under way between LAMTA and PCL for the purchase of PCL. The city of Pasadena was approached on the possibility of taking over PCL, but the city fathers were not interested in this. In spite of an increase in revenue of 7.6% in 1963 (\$89,079), caused by a fare increase of from 15¢ to 20¢ in the basic fare, patronage was down 6.4% to 5,136,100. PCL finds itself in financial trouble, and is faced with a PUC order to purchase 15 new buses in the next three years.

To insure the fact that revenues would be kept higher than expenses, PCL instituted a series of service cuts on April 1st:

- Line 1--COLORADO BLVD.: Sunday service--from 20 to 30 minutely; Half-hourly night service--cut back from midnight to 9:40PM, last bus 10:40 PM; Daisy Ave. loop--discontinued on Sundays; Unchanged were weekday base and Saturday headways of 12 and an uneven 15 minutes respectively, as was Monday-Saturday rush and nite service.
- Line 2--LINCOLN-NORTH HILL: Weekdays--last trip leaves at 11:30PM, instead of 12:06AM; Saturdays--Sundays--last trip leaves 11:00PM, instead of 11:45PM.

CALIFORNIA CAPITULATIONS--PASADENA CITY LINES (CONTINUED):

- Line 4--NORTH LOS ROBLES--WEST CALIFORNIA: Monday thru Saturday--last trip to N. Los Robles, now 11:18PM, instead of 12:03AM; Sunday--base service cut from 40 to 45 minutely; Sunday--last trips leave 9:16PM instead of 11:21PM
- Line 5--ALLEN AVE.: Monday thru Friday--rush hour service reduced from 20 to 30 minutely, the same as the base service.
- Line 8--WASHINGTON--CRAIG ST.: Monday thru Friday--base service, operated between 9:30AM and 2:30PM, formerly 35 minutely, was reduced to hourly--the same level as the Saturday service; Monday thru Friday--Evening rush improved slightly from 35 to 30 minutes, last trip is now 6:15PM, instead of 6:45PM
- Line 6--LA CANADA: Monday thru Friday--rush hour service reduced from 30 to 40 minutes apart; Monday thru Friday--base service cut from 70 minutes to 80-90 minutes apart; Saturday--schedules remained at 70 minutes. These line 6 changes were put into effect of April 1st, but, because of public protest, the old schedule, which became effective November 1, 1961, was put back in effect by April 8th--all new Line 6 schedules were removed from the buses. Some April Fool's joke!

PCL is taking a survey of Line 6, now, so maybe they will be able to justify putting back into effect, the April 1st service cuts. Under the new management, PCL schedules have not been changed in form or wording. The NCL emblem is still on the cover, along with a picture of LONG BEACH MOTOR BUS CO. No. 7616, on the back, the listing of transfer points still refer to a "PE Short Line or Oak Knoll Car."

INGLEWOOD CITY LINES ICL also experienced increased revenues, amounting to \$276,099, or 5.5%, which was also due to a change in the basic fare, only this time, from 20¢ to 25¢

Service cuts were made in January, 1963, when all holiday service was discontinued. Sunday service is still offered; Line 4--INGLEWOOD--NORTH INGLEWOOD had its 40 minutely Saturday service discontinued. ICL has rather large patronage drops, in recent years. 1963 was no exception; passengers dropped 9.1% to 1,331,878. This figure may be compared to a California average of a 1.9% drop in patronage, and a .4% drop in revenue, (the average is based on figures taken from 15 major bus lines.) Of course, two large operations in the San Francisco Bay Area, SAN FRANCISCO MUNICIPAL RAILWAY and ALAMEDA--CONTRA COSTA TRANSIT DISTRICT, have done better in holding the line against passenger loses, and have even registered increases in both revenues and passengers, offsetting the poorer Southern California record.

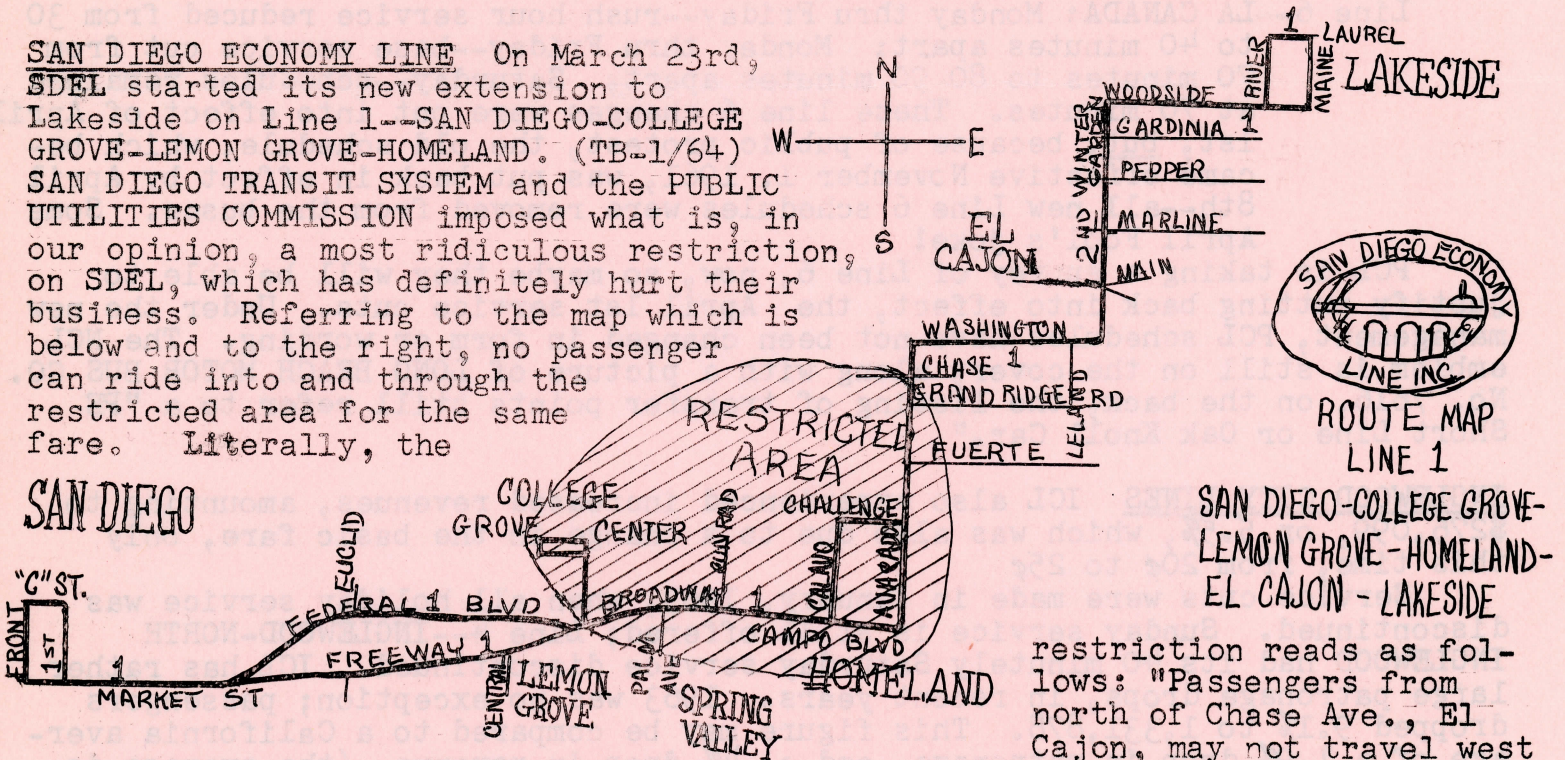
In March, ICL repainted bus No. 106, of its 100-106 series GMC TGH-3207's which were built in 1947, and later converted to diesel. In the repainting, the 106 had its three rear Michigan marker lights, but not the mountings, removed. The 106 is the first ICL 3207 to have its rear markers removed, although all have had their front Michigan markers removed for some time, now. Some of the 3207's have the old golden glow arc headlights, instead of sealed beam headlights; all coaches lack the standard two steps at the front door, there being just one big jump from the floor to the only step.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM SBMTS has discontinued night service effective April 13th, due to lack of patronage. Night service was restored on September 11 of last year (TB-11/63) along with Sunday service. About 40 passengers, on the average, rode the 38 or 39 night trips, or about one passenger per trip. An effort to promote night business by stepped-up advertising during a month long test period in February, actually showed a decline in business,

CALIFORNIA CAPITULATIONS--SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (CONTINUED):

then. City Councilmen remarked, 'its a service the public apperantly doesn't want.' One suggested that night bus traffic could be handled by 'a station wagon, or even a compact car.' Night service w/a s cut from 10:45PM to 6:30PM, but Sunday service, which made a better showing, will be continued. SBMTS Superintendent, FRANK K. KING said that cutting out night service was necessary to avert an estimated annual deficit in excess of \$18,500. This statement prompted another city councilman to state 'it just isn't right to spend this kind of money for this kind of service--there are more letters (requesting service) than riders!' The City Council and Mayor considered studying the possibility of better connections, routings and lower fares, to stimulate future business. Fares are now 20¢, plus 5¢ a zone.

SAN DIEGO ECONOMY LINE On March 23rd, SDEL started its new extension to Lakeside on Line 1--SAN DIEGO-COLLEGE GROVE-LEMON GROVE-HOMELAND. (TB-1/64) SAN DIEGO TRANSIT SYSTEM and the PUBLIC UTILITIES COMMISSION imposed what is, in our opinion, a most ridiculous restriction, on SDEL, which has definitely hurt their business. Referring to the map which is below and to the right, no passenger can ride into and through the restricted area for the same fare. Literally, the



restriction reads as follows: "Passengers from north of Chase Ave., El Cajon, may not travel west

of College Grove Shopping Center; also passengers from west of College Grove Shopping Center may not travel north of Chase Ave., El Cajon, on the same trips." This means that San Diego originating passengers cannot ride past Chase Ave., in El Cajon, and that Lakeside originating passengers cannot ride past College Grove Shopping Center on the same bus, even if it goes from San Diego to Lakeside. This has forced SDEL to schedule base trips from San Diego to Challenge and Avocado only, on a two hourly headway, Monday thru Saturday. Another bus, also on a two hourly headway, picks up San Diego-Lakeside passengers at College Grove, after a 15 minute wait there, in one direction, and 25 minutes, in the other. After paying a 35¢ fare from San Diego, passengers must disembark at College Grove; then they must board another bus for Lakeside, paying another 75¢ fare (no transfers are permitted.) This results in an over-all travel time of 85 minutes from San Diego to Lakeside. Without the restriction, the trip could be made in one hour, or less, at a cost of less to the passenger. During the rush hour, both buses run through from San Diego to Lakeside, but upon reaching limits of restriction, passengers must get off one bus on one side of the street and cross the street and catch another, or the same bus, paying an entirely new fare. The restriction was imposed because SDTS claimed that it needed protection for its Route E--EL CAJON line which operates between San Diego and El Cajon on a 25 minute headway, from

CALIFORNIA CAPITULATIONS--SAN DIEGO ECONOMY LINE (CONTINUED):

SDEL buses, which run two hours apart. To avoid SDTS's claim of competition, SDEL routed its new extension a mile away from downtown El Cajon, and SDTS Route E. The former Lakeside route ran into downtown El Cajon. As another concession to SDTS, SDEL would have allowed SDTS to operate its Route E bus over Main St. to 2nd, giving SDTS the best money making part of the SDEL El Cajon Valley lines. SDTS, however, still insisted on the restriction, even though the SDEL extension does not run near their precious Route E. Because of the restriction, which is hurting SDEL, they have filed with the PUC to discontinue the money losing lines which drain money provided by mainline revenue. The lines to be discontinued are all El Cajon Valley lines, except Lakeside, or Route--4--EL CAJON-SANTEE and Route 2--EL CAJON-OLIVE HILLS, which use only one bus for both lines. There would, then, be no service on El Cajon's busy Main St., and no SDEL lines for SDTS's Route E to get passengers from, if the application is approved. FREDDIE ALLEN, owner of SDEL, says that after he gets rid of the Valley lines, he believes that, while the restriction is keeping his business down, the area he serves is growing, and that SDEL will grow with it.

The San Diego-Lakeside ride is very scenic, and is well worth the forced change of buses at College Grove Shopping Center. The drivers are very friendly to bus or transit fans. SDEL operates the following equipment:

Coach Number	Model Number	Serial Number	Comments
39	TG-3607	(converted	Ex Butte City Lines
73	TD-4001	to diesel)	Ex SDTS
74	TDH-4512	062	Purchased new
75	TD-4001	123	Ex SDTS, used as office
77	TD-4007	381	Ex SDTS

SDEL operates No. 74 on the SAN DIEGO-HOMELAND Line, No. 73 on the COLLEGE GROVE-LAKESIDE service, and No. 77 on the El Cajon Valley Lines. SDEL is seeking some stick-shift air-rides for replacement of its current fleet. All buses are now painted in SDEL's standard color, which is similar to NCL's fruit salad, except that a bright Sherwood Green was substituted for the pale Apple green. SDEL sold No. 70, a 27 seat Ford Transit for junk, but it ended up in Warrenville, Indiana, where a man used it to take his family east. SDEL is considering its Downtown San Diego Terminal from the Greyhound Station to a large loop.

CENTRAL COAST BUS SYSTEM CCBS, which in January, 1962, started interurban bus service between Santa Maria, Lompoc and Vandenberg Air Force Base missile test center, has temporarily suspended all service, in November, 1963. Some "temporary" suspensions of service have lasted for years.

GLENDALE CITY LINES As of April 15, the only bus left at the deserted Glendale yard, was No. 8608, a Yellow Coach TD-3602, which was built in 1941, and which came to GCL from PASADENA CITY LINES. All of the ex-LAMTA 6970-6989 class TD-4507's, have been gone since about December, of last year, along with everything else mentioned here (TB-9/63) 8608 lies there apparently forgotten.

EASTSHORE LINES ESL, a San Francisco Bay Area charter outfit, which formerly had headquarters in Berkeley, now conducts operations out of its new San Francisco barn, which is located near Fisherman's Warf.

ESL has purchased two coaches, formerly of LAMTA's 6951-6969 class, and has repainted the outsides in ESL's standard white and yellow scheme. They have been renumbered 427 (LAMTA 6965, TDH-45071084) and 428 (LAMTA 6956, TDH-45071093). ESL has available, for charter service, equipment ranging from a 1938 vintage Yellow Coach 743 Cruiser, (best intercity bus of its day) to a GMC PD-4106, (best intercity bus today.)

CALIFORNIA CAPITULATIONS--EASTSHORE LINES (CONTINUED):

WILLIAM S. BILLINGS, ESL General Manager, reveals some interesting, though confusing information. ESL took over operations of the bankrupt SAN MATEO-BURLINGAME TRANSIT recently, and still is straightening out the paper work, from the former company. Shortly after ESL bought SM-BT, its headquarters were moved to another ESL bus yard in Burlingame, which another charter outfit, believed to be BAYSHORE LINES, was using. SM-BT was renamed BAYSHORE TRANSIT LINES, while BAYSHORE LINES became SOUTHSORE LINES, still a charter outfit, but one friendly to ESL.

LONG BEACH PUBLIC TRANSPORTATION COMPANY LBPTCo is busy repainting the 7547-7556 class, 45-seat GMC TDH-4507's (TDH-45072582-TDH-45072591) into the new two-tone blue paint scheme, and renumbering them into the 4580-4589 series. With this group, LBPTCo is renumbering them in reverse order, with 7556 becoming 4589, the first bus to be painted. Ordinarily, they would have started with 7547 becoming 7580, and would have worked up toward 4589. LBPTCo is repainting the buses in order, and, so far, has worked down to 4584 (ex-7551) as of May 1st.

NORTH GATE TRANSIT LINES NGTL, which serves the Lower San Francisco, Daly City and Westlake areas, recently acquired their first real bus, which is No. 31, and is a gas powered GMC TGH-3101, which was purchased from EASTSHORE LINES. ESL used it on an operation in Berkeley, under SEQUOIA STAGES, its parent company. Another GMC TGH-3101 was recently acquired by NGTL, however, further details about this coach are not available at this time.

NGTL is an association of driver-owners, who operate the cheapest type of equipment they can get--engine-in-front school buses, which are painted in an orange and white scheme.

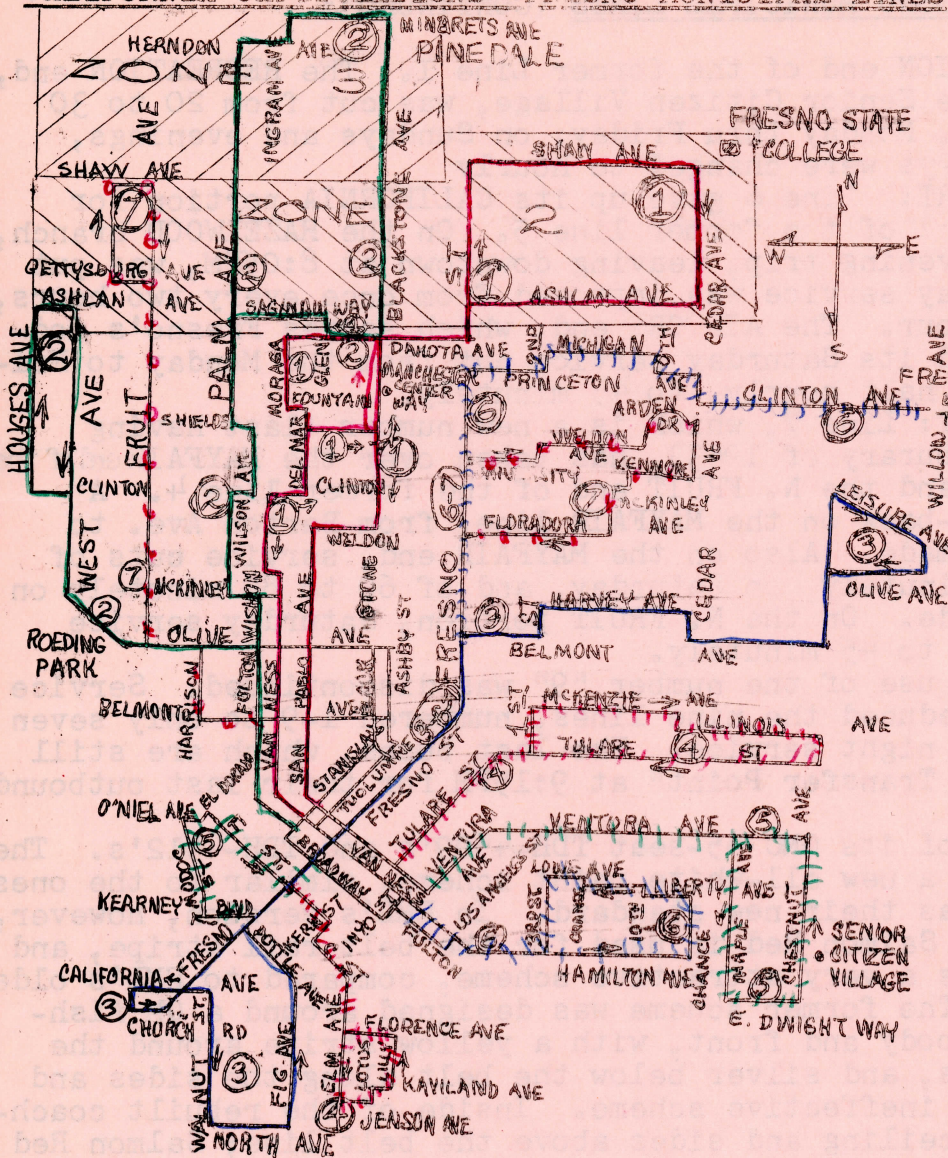
BERKELEY CHARTER LINES BCL, an Oakland charter outfit, consists of a group of former EASTSHORE LINES drivers, who are operating, among other things, three of LONG BEACH PUBLIC TRANSPORTATION COMPANY's former 7101-7115 series C-41GT Macks (TB-2/64). According to a certain bus superintendent, they also have the five GMC TD-4506's (LBPTCo 7523-7527), that LBPTCo retired in January. It is unknown if this is correct, as we were originally told that some operator in Puerto Rico would be getting them. BCL also has an ex-Greyhound Silverside.

FRESNO MUNICIPAL LINES Due to the fact that Downtown Fresno is being modernized, and that part of this is installing a shoppers mall on six blocks of Fulton Street, the main shopping street, which will allow shoppers to wander all over the former street, all buses were rerouted off Fulton St., generally onto Van Ness St., one block north. The Fulton Mall will have trees, fountains benches, etc. installed in it, and will be closed to all vehicular traffic. The main transfer point was changed to Van Ness and Fresno, through which point all FML buses pass.

The above change was put into effect on April 1st, as was the following major rerouting and service changes, the latter being mainly reductions:

Line 1--WISHON-FRESNO STATE COLLEGE: Absorbed the FSC portion of the former line 5. FSC received a new hourly evening service, extended from 6:15PM to 9:15PM, daily. Saturday service was improved from 45 to 40 minutes; Sunday service was improved from 120 minutely to 60 minutely. The WISHON end was rerouted to serve Manchester Center, Fresno's largest suburban shopping center, and giving it four buses an hour, by two parts of the same line! Formerly, only two buses an hour, on the FSC branch, served the Cen-

CALIFORNIA CAPITULATIONS--FRESNO MUNICIPAL LINES (CONTINUED):



ROUTE MAP
 FRESNO MUNICIPAL LINES
 EFFECTIVE APRIL 1, 1964

DRAWN BY B.L. SQUIER - NO SCALE

- 30-40-60 ① - WISHON-FRESNO STATE COLLEGE
- 60-40-60 ② - WEST AVE-PINEDALE
- 60-40-114 ③ - E. BELMONT-W. CALIFORNIA
- 30-60-114 ④ - "C" ST.-E. TULARE
- 45-60 ⑤ - MODOC DUNN-RECREATION
- x x 60 ⑥ - HAZELWOOD-AIRPORT
- 30-80-60 ⑦ - MAYFAIR-N. FRUIT

FARE ZONES

- ZONE 1 - SOUTH OF DAKOTA AVE
- ZONE 2 - NORTH OF DAKOTA AVE
- ZONE 3 - NORTH OF SHAW AVE

ter. WISHON service, however, was reduced from a 20 minute headway to half-hourly. Saturday service was cut from 30 to 40 minutely; Sunday and evening service from 40 minutely to hourly.

Line 2--WEST AVE-PINEDALE the WEST AVE. portion of the former line 3, and reduced base service, which is operated from 8:45AM to 3:45PM, to hourly, from half-hourly.

Saturday service was also reduced to hourly, but from 45 minutely. Sunday service was cut from a 70 minute to a 120 minute headway. The PINEDALE end, which is FML's longest line, had weekday service improved from hourly to 30 minutely; Saturday service was cut from 45 to 60 minutely; Sunday, from 70 to 120 minutely.

Line 3--E. BELMONT-W. CALIFORNIA: Line 3 traded its former WEST AVE. branch for the CALIFORNIA branch of the former line 6, but extended its southern loop from Church Ave., through open country to North Ave. CALIFORNIA had its Saturday service cut from 30 to 45 minutely. The E. BELMONT end had its Sunday service improved slightly from 70 minutes to an even hourly headway.

Line 4--"C" ST.-E. TULARE: Line 4 took over the "C" St. operation of the former line 2, and eliminated a short side street operation on Jenson Ave. On Sundays, the entire route was improved to a standard hourly headway, from the "C" ST. standard of 70 minutes, and the E. TULARE standard of 80 minutes.

Line 5--MODOC DUNN-RECREATION: Line 5, which lost both portions of its former route, acquired the MODOC DUNN end of the former line 9

CALIFORNIA CAPITULATIONS--FRESNO MUNICIPAL LINES (CONTINUED):

and the RECREATION end of the former Line 1. The RECREATION end, which serves the Senior Citizen Village, was cut from 20 to 30 minute headways, Monday thru Friday; on Sundays and evenings, 40 minute headways were changed to hourly

Line 6--HAZELWOOD-AIRPORT: Line 6 gave up its CALIFORNIA portion for the HAZELWOOD end of the former line 5. On the HAZELWOOD branch, an additional evening trip, leaving downtown at 8:05PM, was put on, daily, Sunday service was improved from once every two hours, to once every hour. The AIRPORT end, which serves Fresno's modern airport, had its Saturday service cut from the Monday to Friday standard of half hourly, to 45 minutely.

Line 7--MAYFAIR-N. FRUIT: Line 7, which is a new number (last having been used in February of 1963), has taken over the MAYFAIR end of the former line 9, and the N. FRUIT end of the former line 4. A short route cut-back on the MAYFAIR line, from Barton Ave. to Cedar Ave. was made. Also on the MAYFAIR end, service cuts of from 30 to 45 minutely, on Saturday, and of 60 to 80 minutely on Sunday, were made. On the N. FRUIT portion, Saturday service was cut from 30 to 45 minutely.

With these changes, the use of the number "9" was discontinued. Service reductions since 1961, has reduced the nine lines, numbered 1-9 to only seven lines. Fresno has no "true" night service. The last buses, which are still running, all line up at "The Transfer Point" at 9:15PM for their last outbound trips.

FML is rebuilding some of its GMC 45-seat TDH-4509's and TDH-4512's. The coaches are being painted in a new all-white paint scheme, similar to the ones LAMTA and SDTS have adapted as their new standard. In FML's version, however, instead of using green trim, Salmon Red is used for the belt rail stripe, and below the rub rails. This is a very attractive scheme, compared to FML's older and more complicated plot. The former scheme was designed around a GM fish-bowl, and was a basic white body and front, with a yellow stripe around the belt, blue around the windows, and silver below the belt along the sides and in back; this was a somewhat ineffective scheme. Inside of the rebuilt coaches, white is applied to the ceiling and sides above the belt line; Salmon Red is applied to the driver's compartment and along the sides, below the belt rail. Interior rebuilding consisted of replacing the old fiberboard sidings, which were marred, due to vandalism, with sheets of anodized aluminum. As in most coaches, dirt that seems to accumulate around the windows, is absent in the newly rebuilt coaches, as this was removed. As of April 12, three coaches had been rebuilt: 5302 and 5303, GMC TDH-4509's, built in 1953, and 5402, a GMC TDH-4512, built in 1954. All three coaches are "bald headed" and are minus the usual "Thermo-Matic Vent" above the front destination sign. These coaches do sport, however, sets of "Michigan Markers", which are clusters of three lights, which are located above the destination sign, in front, and above the rear windows, in back.

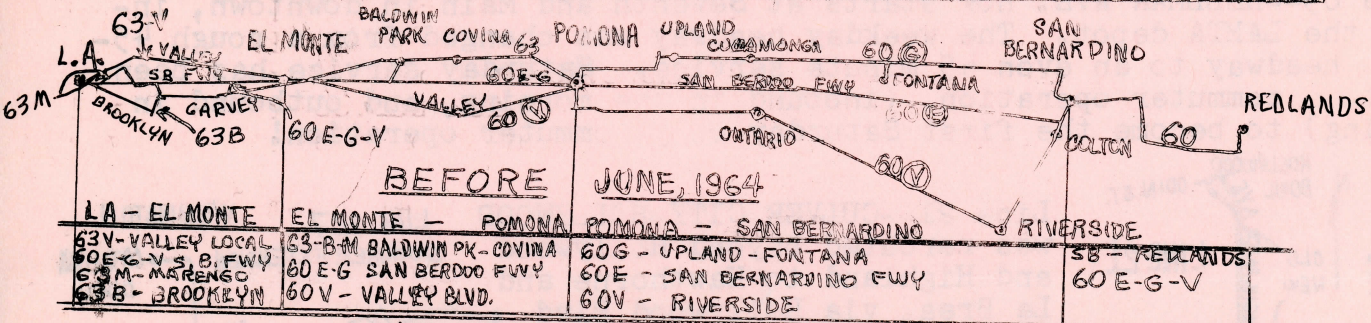
The city of Fresno took over the transit operations from FRESNO CITY LINES, then owned by Jesse Haugh's WESTERN TRANSIT SYSTEMS, on November 1, 1961. At one time a NATIONAL CITY LINES property, FCL gave notice to the city of Fresno, that they were going to cease operations (the notice was given in July, 1960. When the city took over operations, they did so with 32 buses that were leased from WTS. In addition to the buses leased from WTS, FML is also leasing ten airconditioned TDH-4517's from another organization. When FML started operations in 1961, they did so among a great flurry of route extensions and improved service. Unfortunately, the citizens of Fresno did not react favorably to these changes, so FML has had to make continuous cuts.

THE LAMTA MONTH



BY
EDMUND
A.
BUCKLEY, JR.

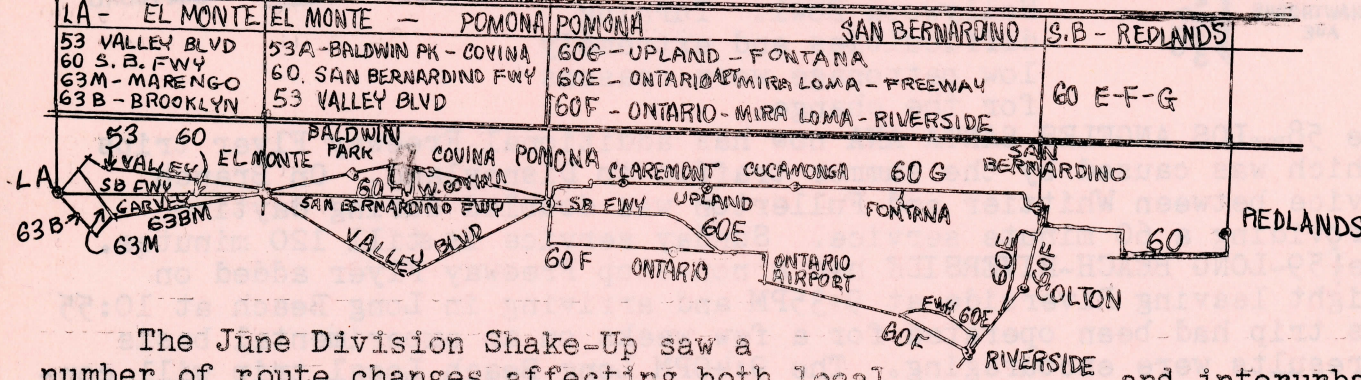
LINE CHANGES BRING BETTER ROUTES AND FREQUENCY, "SUPER FLYER", TOO



BEFORE JUNE, 1964

LA - EL MONTE	EL MONTE - POMONA	POMONA - SAN BERNARDINO	SAN BERNARDINO - REDLANDS
63V - VALLEY LOCAL 60E-G - V.S.B. FWY 63M - MARENGO 63B - BROOKLYN	63-B-M BALDWIN PK - COVINA 60E-G SAN BERNARDINO FWY 60V - VALLEY BLVD.	60G - UPLAND - FONTANA 60E - SAN BERNARDINO FWY 60V - RIVERSIDE	60 - REDLANDS 60E-G-V

AFTER JUNE 1964 SHAKE-UP



LA - EL MONTE	EL MONTE - POMONA	POMONA	SAN BERNARDINO	S.B - REDLANDS
53 VALLEY BLVD 60 S. B. FWY 63M - MARENGO 63B - BROOKLYN	53A - BALDWIN PK - COVINA 60. SAN BERNARDINO FWY 53 VALLEY BLVD	60G - UPLAND - FONTANA 60E - ONTARIO - MIRA LOMA - FREEWAY 60F - ONTARIO - MIRA LOMA - RIVERSIDE		60 E-F-G

The June Division Shake-Up saw a number of route changes affecting both local and interurban lines. Faster Riverside-San Bernardino service, and extensive El Monte-Pomona area rerouting highlighted the changes. The following lines were realigned:

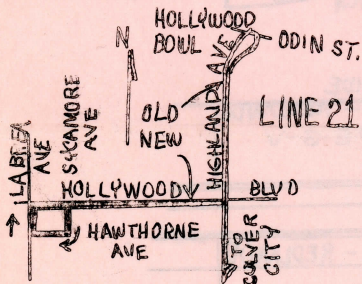
Line 53--LOS ANGELES-EL MONTE-POMONA is a combination of former lines 60 and 63. The line travels from Los Angeles to El Monte on Valley Blvd., where it splits with the main line traveling via Valley Blvd. points to Pomona. The other portion (Route A) runs to Pomona via Baldwin Park, Covina, serving Eastland Shopping Center, and San Dimas. LIMITED service via the San Bernardino Freeway is provided in the peak hours. Weekday and Saturday headways are 30 minutes to El Monte and 60 minutes on the branches. Sunday headways are 60 and 120 minutes respectively

Line 60--LOS ANGELES-EL MONTE-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS continues with three routings. Route "E", the "Super Flyer" is a Monday thru Saturday operation. Leaving Redlands at 7:17AM, the trip works local to San Bernardino, thence is routed via the Freeways and stops only at Riverside and Pomona, before terminating in Los Angeles at 9:33AM. In the afternoon, the trip leaves Los Angeles at 4:00PM and following the same operating procedure, arrives in Redlands at 6:18PM. Route "F" INLAND EMPIRE FREEWAY FLYER, uses the S. B. Fwy. to El Monte, works local through El Monte, then non-stop over the Freeway to Pomona, then through Ontario, Ontario Airport, Milliken Ave., Riverside, and into San Bernardino. Route "G" LIMITED continues as before through El Monte, West Covina, Pomona and Foothill Blvd. to San Bernardino and Redlands. Route "G" EXPRESS replaced the SAN GABRIEL VALLEY FREEWAY FLYER. It still operates between Pomona and Los Angeles on the Freeway, stopping in West Covina on the Freeway as before, but also at two more freeway stops; Frazier St. and Baldwin Park Blvd.

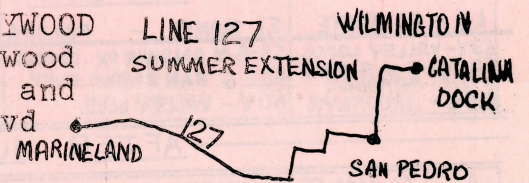
THE LAMTA MONTH--LINE CHANGES (CONTINUED):

Line 63--GARVEY AVE. is actually a shortened version of the former Line 63G. Service is provided over the B--BROOKLYN-GARVEY and M--MARENGO-GARVEY branches. On Monday through Saturday, the headway has been changed from 40/80 (mainline/branches) to 30/60. Peak hour and Sunday service remained on the same schedules.

Line 69--HELLMAN AVE. now starts at Seventh and Main in downtown, instead of the LAMTA depot. The weekday headway was changed from a rough 45-50 minute headway to an even 45 minute service. Saturday service has been reduced to a commuter operation, (inbound in the morning, and outbound in the evening) to become the first Saturday only commuter operation!



Line 21--CULVER CITY-HOLLYWOOD was rerouted beyond Hollywood and Highland to Hawthorne and La Brea, via Hollywood Blvd instead of ending at Hollywood Bowl. Turning difficulties and extremely low patronage were reasons for the change.



Line 58--LOS ANGELES-SANTA ANA now has additional Freeway Flyer trips daily, which was caused by the summer traffic to Disneyland. On Branch 58W, service between Whittier and Fullerton was doubled during daytime hours, providing a 60 minute service. Sunday service is still 120 minutes.

Line 59--LONG BEACH-RIVERSIDE had a non-stop Freeway Flyer added on Sunday night leaving Riverside at 9:35PM and arriving in Long Beach at 10:55 PM. This trip had been operated for a few weeks on an experimental basis and the results were encouraging. The 9:40PM Long Beach Local trip will continue to operate as before.

Line 124--LONG BEACH-FULLERTON has been changed so as to operate into the Los Alamitos Naval Air Station. Meanwhile, schedules were adjusted so that the "B" leg trip from Fullerton leaving at 5:37PM now runs direct from Disneyland to Stanton on Katella Ave. Passenger checks in Garden Grove revealed no patrons rode this trip.

Line 127--DISNEYLAND-CATALINA DOCK-MARINELAND has been extended for the summer season. The first trip to Marineland now begins at Knotts Berry Farm and the last trip back operates only to Knotts. Other trips use Disneyland as their terminal.

OPERATORS STRIKE LAMTA, NEW CONTRACT REACHED

LAMTA experienced a work stoppage from June 14th to June 21st as the result of a strike against the Authority by the Brotherhood of Railroad Trainmen, representing the LAMTA operators. Negotiations carried on during the strike between LAMTA and the BRT resulted in a three year contract that was approved by BRT members 1371 to 696. The contract calls for a 10 cent hourly pay hike now; 4 cents more on June 1, 1965; 4 cents on January 1, 1966; and a final 8 cents on December 1, 1966. A new sick leave benefit gives regular pay starting with four days a year next January, and going up to 10 days sick leave annually, cumulative to 30 days. Five weeks vacation after 25 years' service and additional pension benefits round out the contract. The total contract will cost an estimated \$5.67 million over the three year period.

LAMTA Board Chairman, A. J. Eyraud stated: "There will be no fare increase for Southern California bus riders, and we will be turning over bus operations to the new district (SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT) in a sound financial condition."