



# THE BOOSTER

Monthly Publication of The United Transit Boosters

*"Dedicated to Better Transit"*

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Six Pages

**NEW YORK CITY TRANSIT** The NEW YORK CITY TRANSIT AUTHORITY's bus route map situation is showing signs of improving. Already, individual line maps are being posted on bus stop sign posts. These maps, which are painted on metal plates measuring  $8\frac{1}{2}$  by 14 inches, indicate the line number and route of the line stopping at the stop at which it is located. The maps are generally similar in idea to the line maps in L. A. M. T. A. schedules. NYCTA, in further efforts, is drawing up specifications for a system bus route map, as well as a new subway route map. The TA plans to invite the top map makers to create bus and subway maps that are legible and intelligible. Although they currently have a subway map, NYCTA has no bus route map for their comprehensive system in New York's five boroughs.

**MILWAUKEE & SUBURBAN** THE MILWAUKEE & SUBURBAN TRANSPORTATION CO. has announced plans to purchase 30 new GM Coach TDH-5303 transit coaches. The purchase constitutes the third stage of the company's four year modernization and trolley coach conversion program. This group of 30 buses will bring the number of fishbowls purchased by M&ST since 1962, to 188. The new buses, which are to be delivered in August, will not replace trolley coach lines, but instead, old buses--presumably

any Twin Coach 34-S or 41-S or GMC TGH-3207 or TDH-4007 coaches that may still be in operation. M&ST plans to purchase an additional 80 buses in 1965, which will replace trolley coaches on the last two lines.

**PITTSBURGH** The PORT AUTHORITY of ALLEGHENY COUNTY recently received the first of their order of 150 airconditioned coaches from GMC. The first 100 are reported as being 102" wide and 40' long, making them TDH-5303's! These red, white and silver units will have no easy task traversing Pittsburgh's narrow streets.

**CHICAGO** The CHICAGO TRANSIT AUTHORITY has announced plans to buy 240 new buses. Bids have not as yet been received from the builders, but a good bet would be that Flxible will get at least half of the order, unless it is for propane powered coaches, in which case, Flxible will probably get the entire order.

CTA is now taking delivery on 180 new airconditioned rapid transit cars, which are being built by the Pullman-Standard Co. of Chicago. The new cars will replace 4000 class cars on CTA's LAKE ST. and DOUGLAS-MILWAUKEE rapid transit lines.

Speaking of CTA rapid transit lines, the new SKOKIE SWIFT operation, from Howard St. to Skokie along the old North Shore route, is doing exceptionally well.

**L L L B NEWS****MEETING  
NOTICE**

The June 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, June 14, 1964, and will be convened at 7:30PM. To reach the meeting by public transportation, board a LAMTA line 4-MELROSE AVE. coach, northbound on Hill St. in downtown Los Angeles and ride to Third and Lucas; 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. Entertainment for the evening will consist of color slides of PUBLIC SERVICE COORDINATED TRANSPORT which serves the state of New Jersey.

**NEW MEMBERS** A hearty welcome to P. Allen Copeland (No. 30) and to David Landes (No. 31), who were accepted into membership at the May meeting. As Jesse L. Haugh once said, WELCOME ABOARD!

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**CHILE**

The AMERICAN-INTERNATIONAL BUS EXCHANGE, under its Brokerage agreement with the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, has sold 24 of LAMTA's PCC cars to the CHILEAN NITRATE CORPORATION. Of these 24 cars, two, 3065 and 3077, were shipped to Chile earlier this year, as demonstrators. Another two cars, 3084 and 3106 were scrapped, with all parts, except the bodies being shipped to CNC; the bodies were sold to the ORANGE EMPIRE TROLLEY MUSEUM. The remaining 20 cars were shipped to CNC, leaving San Pedro on June 16th. The car numbers are: 3104, 3117, 3039, 3064, 3056, 3083, 3045, 3028, 3080, 3122, 3068, 3075, 3046, 3023, 3058, 3098, 3074, 3031, 3073 and 3094.

ON THE SUBJECT OF LAMTA's PCC CARS, 136 out of the original 165 cars that were delivered to LAMTA's predecessor, LOS ANGELES TRANSIT LINES, remain unsold. The 29 disposed of are accounted for as follows: 24 as noted above, were sold to Chilean Nitrate Corp, two (3072 and 3087) were sold to private individuals, two (3001 and 3100) are on leased to the ORANGE EMPIRE TROLLEY MUSEUM, the last car (3035) was wrecked in 1956, when it was struck broadside by an AT & SF locomotive, near Vernon Yard. For the record, LAMTA received only 164 PCC cars from LATL.

# CALIFORNIA CAPITALISTS - - By Warren F. Quon

LONG BEACH PUBLIC TRANSPORTATION COMPANY LBPTCo has completed the re-painting of their 7557-7566 series GM Coaches. The buses, serial numbers TDH-4509--450-459, have also been renumbered 4590-4599. The new two-tone blue paint scheme has also been applied to the 7613-7618 series GM Coaches, serial numbers TDH-3612--819-824. These coaches have been renumbered 3613-3618. For the selection of new numbers for the latter class, it is our guess that the other two classes of GM Coach TDH-3610's now numbered 7601-7612 (TDH-3610--284-295) and 7625-7629 (TDH-3610--401-403, 405-406) will be renumbered 3601-3612 and 3619-3623, respectively. The theory is based on the assumption that all of the 3610's are around long enough to get renumbered. With the expected arrival of LBPTCo's ten new buses, this summer, the rest of the TD-4506's (7528-7531) and six of the TDH-3610's will be disposed of.

On March 29, 1964, LEPTCO's first route and schedule changes went into effect. The new schedules, which came out on March 26th, are slightly larger than before, and boast more timepoints. They are of the same cover design as was described here previously (TB-2/64), however blue ink on white paper is now standard. Formerly, many different ink and paper colors were used for the timetables. Many service adjustments were made, reflecting General Manager, William F. Farrell's efforts to streamline the system. Line 1--PACIFIC COAST HIGHWAY has been extended to cover the Easy Ave. portion of the former Line 8--EASY AVE.--EAST TENTH ST, resulting in an improvement in evening service for Easy Ave. of from 40 to 30 minutes, Monday through Saturday. Service on the Studebaker Rd. and Palo Verde Ave. branches now stops an hour sooner than before--8:50PM instead of 10:00PM, weekdays and 7:00PM instead of 8:00PM on Sundays. The Pacific Coast Hwy. branch of Line was rerouted off of Pacific Ave., and on to Long Beach Blvd., from downtown Long Beach. Pacific Ave. is now served by Line 1's Easy Ave. branch. Line 1 headways are now 20 minutely on the main line; 40 minutely on the branches; Saturday headways are 30 and 60, respectively; Sunday headways are 60 minutes on Easy Ave., 30 minutely on the Pacific Coast Hwy. branch's main line, with hourly service on its branches. Line 2--SANTA FE AVE.--DOMINGUEZ has been extended to completely take over the route of Line 3--CHERRY AVE., the numeral 3 being discontinued entirely. The change has improved Dominguez service from half-hourly to 20 minutely, and extended night service from 10:00PM to 12:30AM on Cherry Ave., while also improving night headways from hourly to half-hourly, Monday through Friday only. Former Saturday afternoon rush hour headways of 20 minutes to Wardlow and Santa Fe were changed to standard Saturday base headways of 30 and 60 minutes respectively. On Sunday schedules, the last two trips of the day, in both directions were eliminated, with service now stopping at 10:30PM. Base headways on Line 2 are now: weekdays--20 minutes, 40 minutes on the branches; Saturday--30 minutes, and hourly on the branches. Line 4--EAST ANAHEIM--MAGNOLIA had its Saturday headways trimmed down; from 15 to 30 in the morning, and from 15 to 20 in the base period. Weekday and Sunday base headways of 15 and 30 minutes respectively, remain unchanged. Line 6--ATLANTIC--ORANGE, on which the 51 passenger TDH-5303's are to be found, had rush hour service cut, due to larger equipment (51 seats vs. 45 seats.) The headways of 7½ with 15 minutes on the branches was reduced only slightly. Line 8--PIERPOINT--EAST TENTH has completely absorbed the old line 7--WEST OCEAN BLVD. The

CALIFORNIA CAPITULATIONS - - LBPTCo (CONTINUED):

use of the number "7" was discontinued, altogether. As the result of this change, Pierpoint Landing has no service between 9:25AM and 1:25PM, Monday through Saturday. However, when Line 8 does serve Pierpoint, it does so on a headway that was stepped up from hourly to 40 minutely. Sunday service on both ends of Line 8 is provided hourly. Last trips to Pierpoint are now 6:05PM weekdays and 6:18PM on Sundays. Line 11--EAST BROADWAY-LAKEWOOD-BELFLOWER had its 20 minute service that was operated during the evenings, daily except Sunday, until 10:00PM, and the service that was operated all day on Sunday, reduced to half hourly. Line 12--EAST FOURTH-SEAL BEACH received an interesting service improvement, when weekday base and afternoon rush headways were increased to 10 minutes, 30 minutes on each of the three branches. The interesting thing is that the morning rush headway remains at 12 minutes (36 minutes on the branches), the old base, with the 10 minute service starting at 9:10PM! Saturday service of 15 minutely (45 on the branches) and Sunday service of 20 minutely (hourly on the branches) remains unchanged. Line 13--EAST THIRD-PACIFIC AVE., the line that has 30 minute headways during all hours of operation, was extended three blocks along Pacific Ave., from Willow to Spring.

As a result of the above changes, LBPTCo is able to make the following savings in coach requirements: Weekday base--1; Weekday rush--6; Saturday--4; and Sunday--1. LBPTCo now has a maximum coach requirement of 69 buses, which occurs during the rush hours, instead of the old 75.

In 1963, LBPTCo carried 8,922,860 passengers, a decline of 3.2% since 1962. Revenue dropped from \$1,994,920 to \$1,941,901, a decline of 2.7% in revenue from 1962 to 1963.

FRESNO MUNICIPAL LINES Due to haste by this writer in preparing this effort for March, (TB-3/64), a glaring error was allowed to slip by. The statement that FML had the largest fleet of airconditioned city buses, in 1961, in California, was wrong. The statement should have read "second largest", as the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT had received delivery, early in 1961, of 50 airconditioned TDH-4516 (#400-449). ACTransit now has a fleet of 112 airconditioned buses. FML will lose its second place spot this summer, at which time the SACRAMENTO TRANSIT AUTHORITY will have 13 airconditioned buses.

SAN JOSE LINES. San Jose City Lines has dropped the "City" from its name, and is now known as San Jose Lines. A new herald, which consists of two wings around a rectangular box, in which the company name is given, has been applied to some coaches. Thus far, the new herald has appeared only on buses with the old NCL "Fruit Salad" paint scheme, of which TDH-4507's 6503 and 6505, TDH-4512, 6511, and TD-3609, 6618 have been spotted.

WESTERN GREYHOUND LINES. WGL has repainted some of their TDM-5103 9400-9436 and TDM-4801 9450-9524 series coaches that are used in San Francisco Bay Area commute service. On the front of these coaches, the GM Coach plate has been replaced by a replica of the Greyhound dog. This same practice is standard on Greyhound intercity coaches (PD-4501, 4104 and 4106 types.)

Schedule 6540 was added to the SAN FRANCISCO-VALLEJO commute service, effective 3-25-64. This trip is interesting, in that it does not start at a station, but at Essex and Folsom in downtown San Francisco.

WGL reissued schedule folders 1-13 on April 26, at the time of the changeover to daylight saving time. This time they are printed in green ink.

# THE LAMTA MONTH --- By Edmund A. Buckley, Jr.

## RIVERSIDE AND SAN BERNARDINO COUNTY LINES REROUTED

In order to speed travel time, eliminate overlapping lines, serve new residential areas, and provide a better pattern of service in Riverside and San Bernardino Counties; LAMTA, on May 2, 1964, changed former lines (by number only) 59, 60, 62, 82 and 99.

The new Line 59--LONG BEACH-RIVERSIDE still operates between the cities of Long Beach and Riverside via Santa Ana and Corona. Travel time, however, has been shortened by ten minutes by routing the line over the Riverside Freeway between Van Buren and Magnolia (Arlington) and Seventh and Market (Riverside). Additional trips have been added to the line between Corona and Riverside to replace the former Line 62 trips. In addition, on Sunday and Holdiays, a new expedited route using the freeways will be run on an unscheduled basis between Riverside, Santa Ana and Long Beach.

Line 60--LOS ANGELES-POMONA-RIVERSIDE\*SAN BERNARDINO-REDLANDS had its route changed in the downtown are as of Riverside, Colton and San Bernardino. Northbound to Colton from Riverside, the line is now routed via Market St., First St., Orange St., and Columbia Ave., replacing the North Main branch of the old Line 62. All trips in Colton are now routed via 8th St., "F" St., and Colton Ave. The former one way routings had been used because of traffic congestion at 8th and "I" Sts. This condition no longer exists, since the building of the San Bernardino Freeway. In San Bernardino, Line 60V and the trips to Redlands are routed via 2nd St., instead of Rialto St., to the bus station. A restriction has been placed on the line between Fifth and Foothill and the station, so as to preserve traffic for the SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM.

Line 62--EASTSIDE LOOP-MAGNOLIA AVE.-LA SIERRA has been changed considerably. It now runs between La Sierra on the south and the Eastside Loop on the north via Pierce Dr., Hole Ave., Tyler St., Magnolia Ave.-Market St., Third St. and thence the one way Eastside Loop, terminating at Seventh and Market Sts. in downtown Riverside.

Line 99--HARDMAN CENTER-CASA BLANCA-FAIRMOUNT PARK might now be called a crosstown line. Starting in Fairmount Park, the line is routed into downtown Riverside, and then operates over two branches forming a large loop. Buses will operate alternately over the branches. One route travels counter-clockwise and carrier Line 99 signs. It runs via Market- Magnolia Ave., Bandini Avd., Palm Ave., Central Ave., De Anza Ave., Arlington Ave., Maude St., Marguerita Ave., Washington St., Lincoln Ave., Madison Ave., Streeter Ave., Grand Ave., Bandini Ave., Brockton Ave., 12th St., and Market St. to 7th St. The other route travels clockwise over the reverse of the above streets and carries Line 82 head-signs. All buses change their signs at Hardman Center.

The above information was provided through the courtesy of DAVID S. CANNING, LAMTA Senior Transportation Engineer.

## LAMTA NEWS BRIEFS

The LAMTA has recently sold some of the 2400 series GMC TDM-4515 suburban coaches. The 2403 and 2405 were sold to ORANGE BELT STAGES, which operates in the San Joaquin Valley of California, while the 2408 and 2409 went to LAKE SHORE MOTOR COACH LINES, which operates out of

THE LAMTA MONTH--NEWS BRIEFS (CONTINUED)

Salt Lake City, Utah. The buses were sold by the AMERICAN-INTERNATIONAL BUS EXCHANGE for the Authority, under AIBE's brokerage agreement. (This writer recently spotted one of the buses at OBS's Visalia Division; it was still painted green and white, but all numbers and lettering had been removed.)

On May 17th, Line 49--MAPLE-SOUTH FIGUEROA was rerouted over Gage Avenue, instead of 61st Street on the Maple Avenue leg of the line.

As an advertising promotion, radio station KLAC has "chartered" a newly repainted LAMTA bus (No. 2321). For twelve weeks, the bus will travel on various routes adorned only with KLAC advertising. The best feature of this bus is that anyone riding on it will ride FREE! The fare box will be hooded and no fares will be charged. KLAC will make daily announcements on the air, stating the lines on which the bus will operate. Watch for the bus on your LAMTA line.

Governor Brown recently signed into law the bill creating the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD), for Los Angeles County. SCRTD will take-over LAMTA operations in August, and will have an eleven member board of directors who will have the power to float a bond issue for construction of a rail rapid transit system. The bond issue would, though, be subject to voter approval. A more detailed account of SCRTD will appear here, next month.

More repainted LAMTA coaches are now in service on various lines. These coaches include: 2114, 2135, 2154, 2204, 2206, 2207, 2209, 2321, 2354, 2371, 2381, 2387, 2924, 2936, 2937, 2938, 2939, 2941, 5187, 5195, 5198, 5201, 5202, 5203, 6558, 6559, 6586, 6590, 6595 and 6596.

## RUMORS--OBSERVATIONS--GENERAL

GENERAL  
B. S.

This is to introduce another new feature of THE BOOSTER. In this corner, we will publish news items which, because they are not from official sources, cannot be considered legitimate and unquestionably reliable facts. While we TRY to limit ourselves to factual material in the news reporting sections of this effort, we shall not necessarily so restrict ourselves to that path, in this section. The only restrictions on material here, is that it be interesting and/or plausible.

RUMOR: The LAMTA is currently testing out a Cummins diesel engine in one of their Flexible F2D6V-401-1 coaches, said to be No. 5999.

OBSERVATION: LAMTA coach No. 5999 has been reassigned from Division 2 to Division 8. It has been seen and noted to have extra air ducts in the engine compartment, the sound and performance of the coach was different from other coaches in the 58-5900 series that GM 6V-71 engines.

RUMOR: The new SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, which will take over LAMTA operations sometime after August 1964, will paint their buses white and orange.

GENERAL B. S.: In American cities, when a transit system goes all bus, usually, there results a major rerouting of lines. The "local" lines in Los Angeles (especially the ex-LATL lines) have been this way since May, 1920. It should seem that we're about due for some reshuffling.