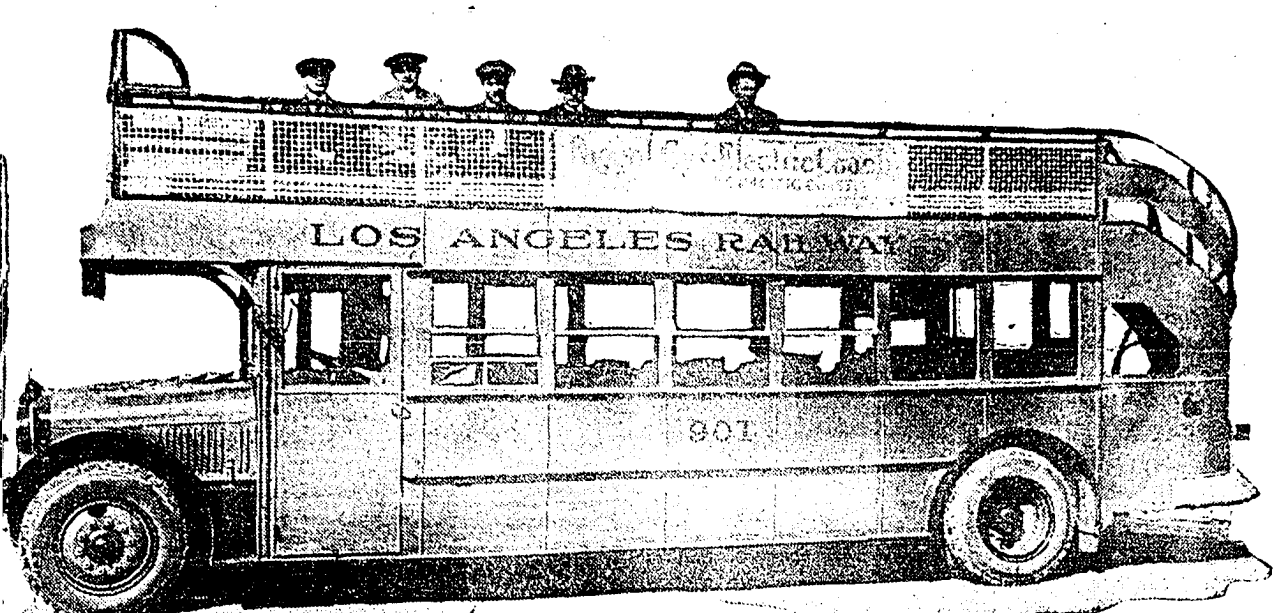


MOTOR BUS IS GROWING FACTOR AS AUXILIARY TO STREET CARS



Other Cities Watch Gas-Electric Type Now on Trial Here

BY J. J. JEFFREY

FOLLOWING the delivery of a gasoline-electric double-deck bus, the Los Angeles Railway is conducting interesting tests preparatory to the introduction of this latest development in motor vehicle transportation. With this addition to the gasoline side of the local transportation industry, Los Angeles rates fifth in point of bus service in American cities.

The Los Angeles Railway and the Los Angeles Motor Bus Company have 154 of the most up-to-date busses in America. The Los Angeles Motor Bus Company is jointly owned and operated by the Pacific Electric and Los Angeles Railways, and provides an interchange of transfers between the two electric railway systems. It operates the green busses.

The gasoline-electric bus embodies several new and unique features for rubber-tire travel. The six-cylinder engine under the hood is of the same type as on other busses, but instead of being connected with a transmission, it is connected to a generator which develops electrical power for two motors, one on each of the rear wheels. There is no gear-shifting to be done, and the speed of the bus is gradually increased by the flow of current to the motors as the engine is accelerated by the driver.

The manufacturers claim that this type of bus will give a smoother and more comfortable ride than the bus using gears. It has a small controller, similar to that on street cars, which has to be moved for hill-climbing, but which remains in a set position on level streets.

HUGE INVESTMENT

The Los Angeles Railway owns and has on order seventy-four busses, of which twenty-five are double-deckers. The Los Angeles Motor Bus Company has eighty busses of which thirty-four are double-deckers. The 154 busses represent a total investment of \$1,700,000 in motor vehicle equipment, auxiliary to the electric car systems.

The bus service of the yellow-car system has developed rapidly during the past three years. It came into being late in 1922 when a line was started on San Pedro street between Sixty-first street and Manchester avenue to provide a connection with line "S" street cars at the former point. The second line was started on Lincoln Park avenue in June of the following year.

The first main line bus service, carrying passengers from residential territory to the edge of the central downtown section, was established on Wilshire Boulevard, October 10, 1923, with single-deck busses running on a fifteen-minute schedule. It was on this line that the first double-deck busses were operated in Los Angeles, and today this type of equipment is used on the line exclusively in the daylight hours, and they run at four-minute intervals in the evening rush hours.

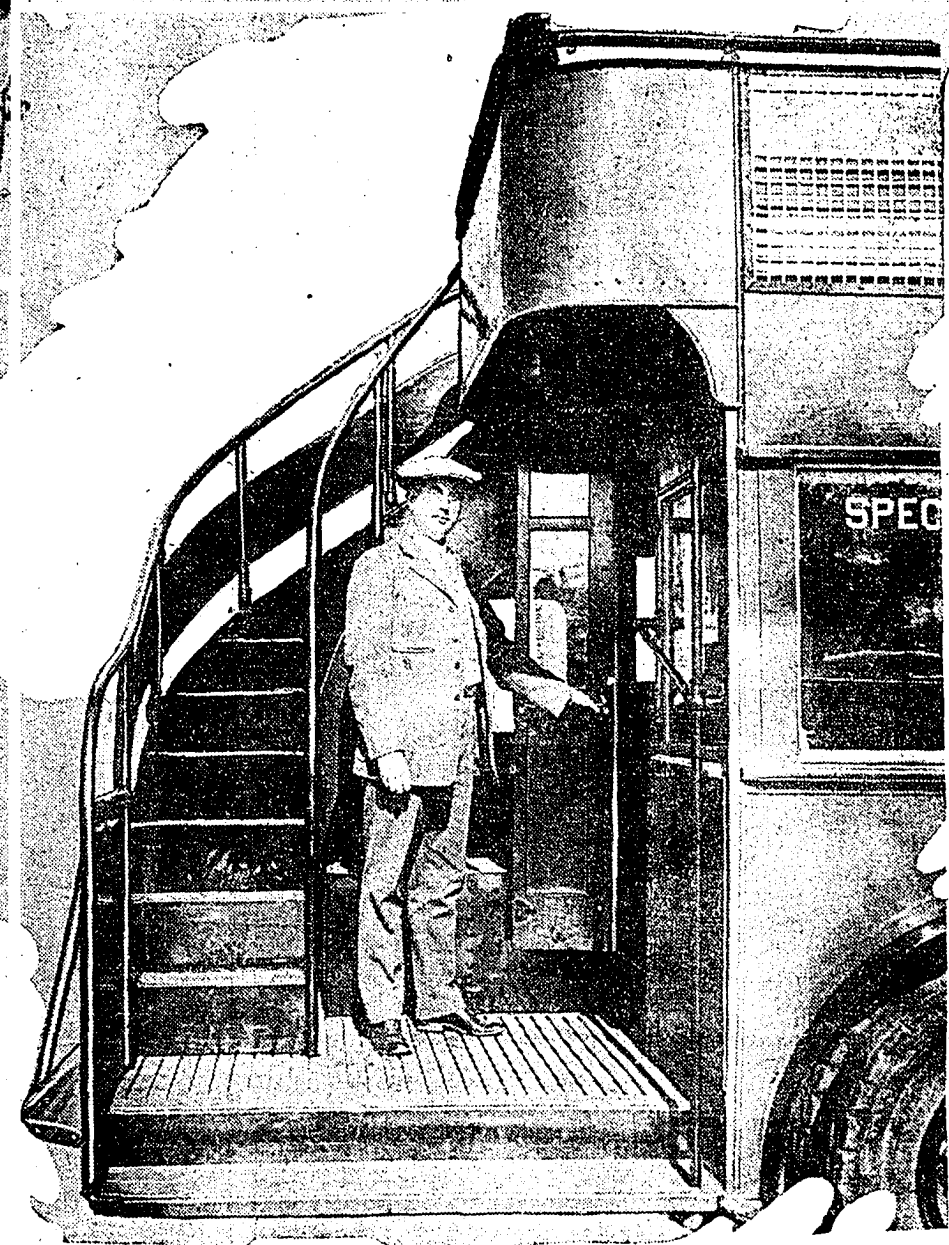
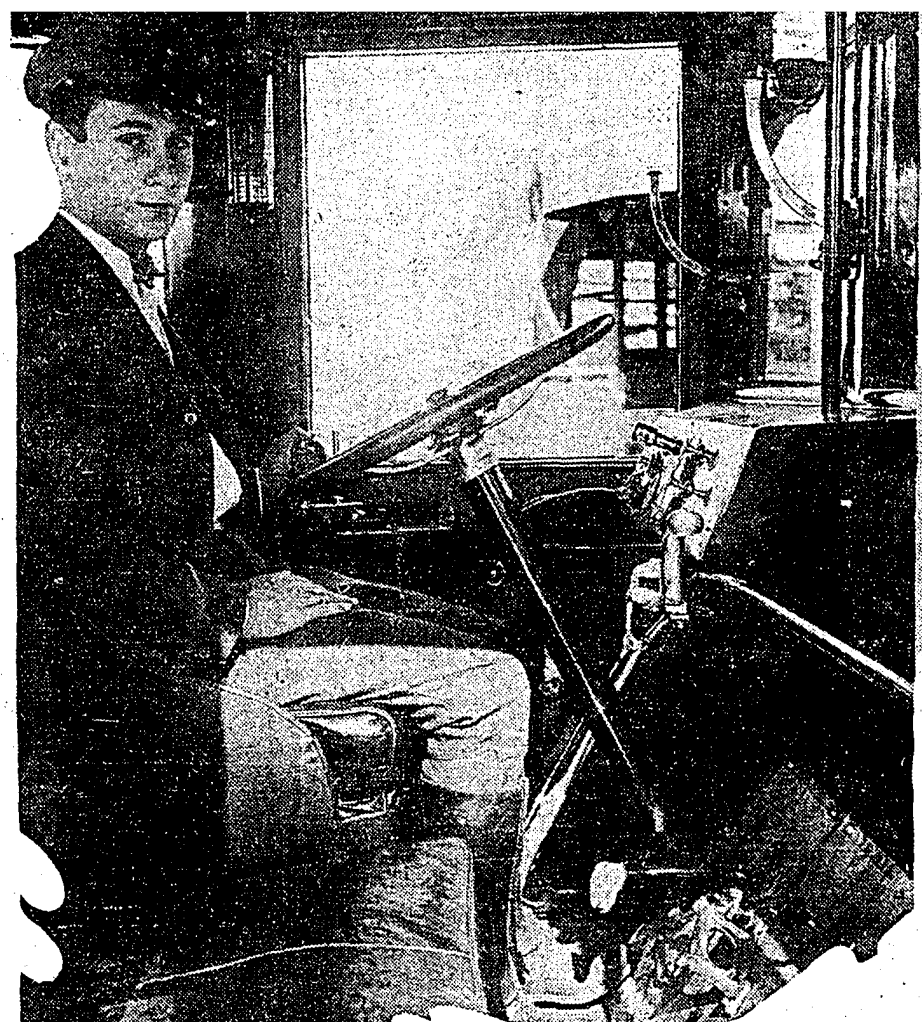
"FEEDER" LINES

Fourteen bus lines are operated by the Los Angeles Railway today. The Wilshire and Figueroa lines are the only ones of the yellow car system that tar the downtown district. Although the other lines are designated as "feeder" or "crosstown" lines, many of them serve districts which are practically little communities in themselves. Fifty-two busses are in daily service and cover in excess of 7000 miles a day, and carry approximately 22,000 passengers a day. They are covering forty-three route miles a day, as compared to 373 miles of passenger track of the street-railway system.

The Los Angeles Motor Bus Company operates about sixty green busses in daily service carrying approximately 25,000 passengers, and covering 7021 miles daily.

MADE IN CALIFORNIA

With the exception of five busses, the double-deckers operated in Los Angeles are made in California. Eastern transportation companies



The new gasoline-electric bus recently introduced by the Los Angeles Railway Company promises to remove most of whatever objections there were to the bus as a carrier of commuters. One of these new busses is shown at the right, above, in the accompanying pictures. A view of the driver's compartment is also shown in which can be noted that there are no levers at his right. The rear platform of the bus shows its spacious proportions facilitating prompt boarding and alighting. The upper view shows a fleet of the busses now being operated by the railway companies as auxiliaries to the street cars.

This policy is being carried out in the majority of American cities to the benefit of car and bus patrons. Supervision of the Los Angeles Railway bus lines is carried out by the same dispatchers who direct the street cars from a central telephone switchboard.

The motor bus service, although it has been carried on on a broad scale in Los Angeles, and considerable further development may be expected, is still comparatively in the experimental stage. It has developed many interesting angles, particularly the holding for the transportation company patronage which might otherwise be diverted to private automobiles. This is particularly true on such lines as Wilshire Boulevard, on the Los Angeles Railway system, and Sunset Boulevard, on the Los Angeles Motor Bus system. The fact that this patronage is being held, and that thousands of people are riding street cars, and transferring to connecting busses, must be considered in connection with the financial side of the story.

None of the bus lines are making a profit, and the Sunset Boulevard green busses and the Los Angeles Railway busses on Melrose avenue are the only ones on which the revenue comes within speaking distance of the operating costs.

In some of the sparsely settled outlying territories which would not warrant the extension of street-car tracks, the company has been able to provide residents with transportation by busses.

The leading bus manufacturers are co-operating actively with transportation companies in developing improvements in equipment and methods of operation, as they recognize, according to their advertisements, that the motor bus can be put to the best use as an auxiliary of electric cars, that it is not designed to replace the trolleys, and that the electric railways are the best customers for the standpoint of stability and experience.

Although the immediate financial outlook is not particularly rosy, the Los Angeles Railway has continued, and in 1924, increased, the operation of all the bus lines it has started. It is confident of the future of the bus industry as a co-ordinated part of the general transportation service.

have shown keen interest in Los Angeles service because the double-deckers used here were the first to be equipped with pneumatic tires, six-cylinder engines, and air

brakes. The first six-wheel double-deckers were built in Southern California and operated by the Los Angeles Railway on Wilshire Boulevard. The equipment made

a sharp contrast to the four-cylinder, solid rubber tire double-deckers with manual brakes of eastern cities, particularly New York and Chicago. The cost of

double-deck busses used here averages \$12,000, and single-deckers average \$8500.

Fares on the different lines vary according to the service rendered

and local operating conditions, from a 10-cent fare of main lines to the 5-cent fare and transfer privileges of short feeder lines extending from street-car terminals.

The transfer privilege is made possible when the company that operates electric cars operates motor busses as a co-ordinated part of general transportation service.

LATEST TYPE OF BUS HAS UNIQUE FEATURES

A total of 154 busses are now serving Angelenos as auxiliaries to the street cars.

New and better types of these vehicles are being added to the immense fleets already in operation. The latest bus is a gasoline-electric machine and is now being tried out by the Los Angeles Railway.

It has a number of unique features tending to make travel by bus speedier, safer and more comfortable. The six-cylinder engine is under the hood, but instead of being connected with a transmission, is connected with a generator which develops electrical power for two motors, one on each of the rear wheels.

It is expected that this type will give a smoother ride than those using gears. There is no gear shifting necessary with the new bus.