

LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

Minutes of Special Meeting of
the Members of the Authority

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Upon notice duly given, the Members of the Los Angeles Metropolitan Transit Authority met at a special meeting at the Authority Board Room, 1060 South Broadway, Los Angeles 15, California, at 10:00 a.m. on October 27, 1959, at which time the Chairman called the meeting to order.

Chairman Carl P. Miller, Members Fred S. Dean, Hayden F. Jones, Russell A. Quisenberry, and Arthur J. Will were present. Members Don Belding and A. J. Eyraud were absent. Also present were Executive Director C. M. Gilliss; General Attorney Gerald G. Kelly; General Manager Cone T. Bass; Treasurer Wm. W. Wakelee; Director of Business Development and Information James H. Raport; Ernest R. Gerlach of Coverdale & Colpitts, Consulting Engineers; Traffic Engineer D. C. Canning; Assistant Treasurer H. L. Black; Richard Winn, R. O. Christiansen and Guy G. Gifford of the Business Development & Information Division; Secretary Virginia L. Rees; representatives of the press; and the public.

Termination of Watts Rail Line to Motor Coach Operation

After discussion, upon motion duly made, seconded and unanimously carried, the following resolutions were adopted:

WHEREAS, the Authority Board in public session on October 20, 1959, heard the recommendation of the Executive Director to terminate the operation of the rail services between 6th and Main Streets, Los Angeles, and Watts and institute in lieu thereof a motor coach service along the route described at that hearing and as attached hereto as Exhibit A; and

WHEREAS, the Authority heard statements from eight members of the public, four of whom do not live in the affected area, in general opposing the Executive Director's recommendation; and

WHEREAS, equipment requirement for the Watts Rail Line is eight cars, and the total available equipment is ten cars, of which only nine are usable; and when cars become inoperative because of unavailable spare parts or for other reasons, sufficient equipment will not be on hand to meet service demands; and

WHEREAS, in an emergency, the rail service could not be augmented by motor coaches since the service operates over Pacific Electric Railway right-of-way for the major portion of the route; and

WHEREAS, the rail cars were originally placed in service as early as 1922 and are now out of production and it is necessary to fabricate approximately 90% of replacement parts, resulting in extraordinary and high maintenance costs; and

WHEREAS, the present Watts Rail Line rush hour service is operated by two (2) car trains, and motor coach service would be provided by single units thus improving service frequencies during rush periods; and

WHEREAS, present rush hour frequencies on

the Watts Rail Line are 20-30 minutes, and under motor coach operation would be reduced to 8-10 minutes; and

WHEREAS, the northerly terminus of the present rail line is at 6th and Main Streets in Los Angeles; and

WHEREAS, the proposed motor coach service will travel Main Street between 9th Street and Macy Street, thus affording a greater distribution in the downtown area; and

WHEREAS, the Authority's present Line No. 92 serves the General Hospital; and

WHEREAS, origin and destination surveys taken in the spring of 1958 indicated some fifty persons originating on the Watts Line were destined to the General Hospital; and

WHEREAS, a combination of the proposed motor coach service with Line No. 92 would afford direct service between points on the Watts Line and the General Hospital, obviating the necessity of transfer; and

WHEREAS, summarized results of origin and destination checks, taken by Coverdale & Colpitts in August of 1958, indicate that out of 357 passengers who would be affected by the proposed rerouting, 350, or 98%, would be benefited; and

WHEREAS, a comparison of the present and proposed operations indicates that in addition to the rider benefits which would result, proposed operations would be less costly than the present services, primarily by reason of the high cost of operation of the Watts Rail Line as compared to motor coach operation and the elimination of terminal time on the Watts and Sierra Vista Lines in the downtown area; and

WHEREAS, the Authority finds that the proposed conversion to motor coaches would constitute a substitution of at least equal service; and

WHEREAS, by action of September 1, 1959 this Authority authorized the letting of a contract with an engineering firm for the purpose of ascertaining available transportation equipment of all kinds and after this study will have before it consideration of the various forms of modern fast rail transit as well as bus transit; and

WHEREAS, the abandonment of old rail cars operated on rail lines which the Authority does not own should not be taken as an indication that the Authority does not contemplate eventual modern rail equipment on more appropriate routes;

NOW, THEREFORE, BE IT RESOLVED, that the recommendations and report of the Executive Director, attached hereto as Exhibit A, be and the same are hereby adopted;

RESOLVED FURTHER, that Watts Rail Line No. 38 be and the same is hereby discontinued;

RESOLVED FURTHER, that Sierra Vista Motor Coach Line No. 92 be and the same is hereby discontinued;

RESOLVED FURTHER, that the Executive Director be and he is hereby authorized to take whatever steps may be necessary to substitute for said discontinued services as soon as possible (with a target date of November 2, 1959) a motor coach service to be known as Watts-Sierra Vista Motor Coach Line No. 92;

RESOLVED FURTHER, that the General Manager be and he is hereby authorized to establish appropriate additional bus stops as required on the said Watts-Sierra Vista Motor Coach Line No. 92.

Report of Treasurer

Mr. Wakelee presented the Treasurer's Report dated October 27, 1959. A copy of said report is on file in the office of the Secretary.

Concession Stand Lease - Mrs. LeRoy - Termination of
Lease with McCaffrey

After discussion, upon motion duly made, seconded and
unanimously carried, it was

RESOLVED, that the lease agreement between
the Authority and Raymond R. McCaffrey and Iva
Lue McCaffrey, dated April 1, 1959 and due to
expire by its terms on March 31, 1962, be and
the same is hereby terminated effective October
31, 1959; that the Executive Director be and he
is hereby authorized to execute a Termination
of Lease, such document to be subject to approval
as to form by the General Attorney;

RESOLVED FURTHER, that the Executive Director
be and he is hereby authorized to execute on behalf
of the Authority a lease for the coffee shop con-
cession in Whittier Bus Station for a period of
three years commencing November 1, 1959, at a
rental of \$50 per month, plus 7% of gross receipts
in excess of \$1,000 per month, such lease to be
subject to approval as to form by the General
Attorney.

Extension of Service - Line No. 58-S

After discussion, upon motion duly made, seconded and
unanimously carried, it was

RESOLVED, that Line No. 58-S be and the
same is hereby rerouted and extended on the
grounds of the Metropolitan State Hospital on
Norwalk Boulevard near Imperial Highway, said
extension of service to be as agreed upon be-
tween the Authority's Transportation Department
and Metropolitan State Hospital's representatives.

Equipment Trust Agreement - California Bank

The General Attorney reviewed the proposed Equipment

Trust Agreement with the California Bank for Series D Equipment Trust Certificates. After discussion, upon motion duly made, seconded and unanimously carried, it was

RESOLVED, that the Chairman and Secretary be and they are hereby authorized to execute on behalf of the Authority an Equipment Trust Agreement with the California Bank for the purchase of 100 motor coaches from General Motors Corporation, GMC Truck and Coach Division;

RESOLVED FURTHER, that the Chairman and appropriate officers of the Authority be and they are hereby authorized to sign such other documents on behalf of the Authority as may be necessary to consummate such transaction;

RESOLVED FURTHER, that the General Attorney be and he is hereby authorized to take any and all action necessary to complete such transaction;

RESOLVED FURTHER, that the form of final resolution reviewed at this meeting and as filed with the Secretary, be and the same is hereby approved.

Next Meeting

After discussion, on motion duly made, seconded and unanimously carried, it was

RESOLVED, that the next regular meeting of the Authority be held at the Authority's Board Room at the Transit Authority Building, 1060 South Broadway, at 3:30 p.m., November 3, 1959.

There being no further business before the meeting, it adjourned.

VICTORIA L. STEW

Secretary