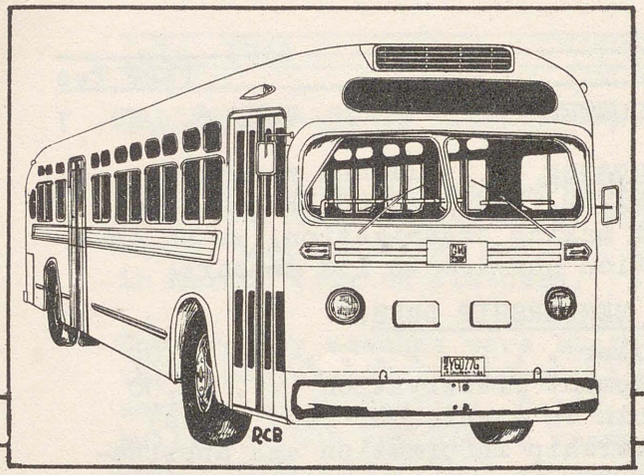


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 6, No. 7 July, 1968 Twelve Pages

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Fireworks came early in July with the resignation of Dale W. Barratt as General Manager of the SCRTD. The resignation was submitted orally at the RTD board's regular semi-monthly meeting July 2nd. But for a press "leak," it would have come as a complete surprise to most of the Board, as well as to the public.

Barratt's entire prior experience had been with privately-owned transit systems. His 22 months here convinced him that he would rather have only the stockholders and Board of Directors of such an operation to answer to than his 7,000,000 "bosses" as head of SCRTD.

Before coming to Los Angeles, Barratt was president of the EASTERN MASSACHUSETTS STREET RAILWAY, of which he remained a director. Most EMSR operations have now been taken over by the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, but Barratt recently was named president of a former EMSR subsidiary, the UNION STREET RAILWAY. (SCRTD's Manager of Operations, Raymond W. Gareau, once headed USR but followed Barratt to Los Angeles.) USR currently operates systems in New Bedford, Mass., and Portland, Maine, and apparently intends to expand as an operating and/or management company. USR recently offered to manage the Salt Lake City system (now owned by NATIONAL CITY LINES) under municipal ownership.

Barratt's resignation was originally to be effective Sept. 1, but the board decided at a special meeting held July 11 to relieve him of his duties immediately, although he will be paid through Sept. 1. At the July 11 meeting, General Counsel Milton McKay was named Acting General Manager, to serve until a new permanent head can be found.

The Barratt era, although brief, will leave a lasting imprint on the Los Angeles transit picture. During this time, new services have been established and new fare arrangements (such as the Monthly Pass, shoppers' passes, broadened transfer privileges) introduced. The Inglewood and Pasadena local systems have been purchased. This also was a period of labor-management peace, at least three new contracts being negotiated without even the threat of a strike. Perhaps most important of all, preliminary rapid transit engineering was completed.

The contract for subsidized operation ofLine 100--CENTURY BLVD. has been ex-

CLUB NEWS

MEETING NOTICE

August Regular Meeting:

Date: August 11, 1968
Time: 8:00PM Sunday Evening
Place: 936 South Genesee Avenue
Los Angeles
Location: West side of Los Angeles, ¼ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue.
Transportation: SCRTD Lines 4 & 89

September Regular Meeting:

Date: Sept. 8, 1968 (time and place same as above.)

* * * * * * * *

CALIFORNIA--SCRTD (CONTINUED)

tended for a third year, to June 30, 1969. At the request of HUD, this line has been at least partly equipped with air-conditioned 4200-class coaches.

Of the 213 buses recently offered for sale, only 51 were sold on the initial bids, 50 at $2,250 each and one (wrecked) for $501. Ten 5103's have been sold to GRAY LINE OF LOS ANGELES, numbers unknown for now, and 50 5103's have been sold to a tool company in Chicago.

SCRTD has scrapped its first TDH-4801. Coach 6517 has been retired as a result of an accident May 1. Approximately half of the 2900's and all of the 6900's are out of service for the summer due to school closings, etc. Fall schedules probably will bring most if not all out of hibernation. Meanwhile, air-conditioned 6200's now give partial service on Line 7--EAGLE ROCK-SOUTH BROADWAY. At least one coach, TDH-4801 2113, now has a heavy screen partition behind the driver's seat, another of RTD's steps to cut down the vulnerability of drivers to robbery.

As reported last month in The Booster, the 107 ex-LAMTA trolley coaches have finally been sold and are gone from Vernon Yard. They were sold to Lowell

THE BOOSTER Vol. 6, No. 7

The Booster is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, as an information service to its members.

UTB MEMBERSHIP DUES:
Regular $4.00
Equipment Preservation . . $6.00
(Both on a calendar year basis)
Membership information and application blanks may be obtained from the business office.

SUBSCRIPTION RATE:
The Booster is available to non-members at the following rates:
Per calendar year $3.00
Price per single copy . . .25

U. T. B. OFFICERS

General Manager --Gerald L. Squier
Assistant General Manager --Edmund Buckley
Acting Secretary --Mac Sebree

U.T.B. BUSINESS & EDITORIAL ADDRESS

1167 North Serrano Avenue
Los Angeles, California 90029
Telephone: (213) 465-0522

PUBLICATION STAFF

Editor --Gerald L. Squier
Associate Editor --Edmund Buckley
Staff Reporters:
--Warren F. Quon*
--Steve Goldmann
--G. Edward Weiss
--Kenton Forest
--Mac Sebree

Publisher Robert L. Holstrom

CALIFORNIA--SCRTD (CONTINUED)

Bearing Co. of Chicago, which re-sold them to the operator of MEXICO CITY's streetcar and trolley coach system. Selling price was a little over $300 per coach, and the first of them (the 9100's) were recently observed arriving in Mexico City on flatcars.

The trolley coaches were bought originally by LOS ANGELES TRANSIT LINES in three series--8001-8040 built in 1946-7 for the KEY SYSTEM TRANSIT LINES but never used in Oakland, Calif.; 9001-9040, built in 1948 and 9101-9030, also built in 1948 but with a "newer look." All were built by ACF-Brill. There were 110 in all. They were used on but two lines--2--SOUTH HOOPER AVE.-CITY TERRACE AND 3--WEST SIXTH ST.-SOUTH CENTRAL. Both lines were abandoned along with LAMTA's last five streetcar lines, on March 30, 1963. Of the original 110 coaches, 107 figured in the final sale. The 9109 was scrapped after an accident during operation; another was taken to Peru as a demonstrator and a third was sold to the Garrett Co. (an aerospace firm).

The following coaches have been repainted in the District's official livery of Saddle Tan, Chrome Yellow and White since our last report:

2300, 2303, 2312, 2326, 2327, 2340, 2357, 2358, 2362, 2366, 2369, 2372, 2375,
2385, 2388. 2400, 2403, 2404. 5056, 5058, 5060, 5064, 5079, 5085,
5087, 5093, 5095, 5099. 5240, 5254. 5351, 5357, 5366, 5367, 5368,
5372, 5402, 5403, 5411, 5414, 5418, 5424, 5425, 5428, 5438, 5461, 5467, 5479.
5507, 5519. 5801, 5804, 5809, 5811, 5812, 5835, 5861. 6618, 6622,
6623, 6625, 6629, 6634, 6639, 6643, 6644, 6652, 6654. 6933, 6940.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

Effective June 16 Line 8--EAST TENTH ST.-PIERPOINT LANDING had base service Monday through Saturday extended from downtown to Pierpoint Landing on a 40-minute headway. Perviously service ran between 6:30AM and 9:00AM, 3:00PM and 6:00PM Monday through Saturday and all day Sunday and holidays. Another change involving Pierpoint Landing was the establishment of a guided tour of Pierpoint Landing, Long Beach Harbor and a view of the Queen Mary using the ex-LONDON TRANSPORT double deckers, which have been radio-equipped. The hostess-escorted tours depart from the Pierpoint terminal of Line 8 hourly between 11:00AM and 4:00PM. Cost is $1.25 for adults and 75¢ for children.

All former TERMINAL ISLAND TRANSIT CO. buses have been moved to the LBPTCo. garage and currently only the Flxible "New Look" and Twin Coaches are operating. Usual equipment on the LONG BEACH-TERMINAL ISLAND-SAN PEDRO route, which still operates independently of the rest of the system, i. e., transfers or tokens not accepted, are coaches 200, 730 and 740, Flxible New Looks, and 5101-5105, TDH-5303's which have been radio-equipped. This line was recently routed over the new Gerald Desmond Bridge on Terminal Island which replaced the former pontoon bridge.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: On July 1 GMBL raised all Los Angeles fares and combination fares by five cents. Minimum fare from Los Angeles to El Segundo Blvd. is 50¢, to Gardena 55¢ and 60¢ to 147th St. and Hawthorne Blvd. Fares to Compton and Harbor City were raised accordingly.

CALIFORNIA (CONTINUED)

AIRPORT SERVICE, INC. (ASI)

LOS ANGELES: On June 16 ASI rescheduled service on its L. A. INTERNATIONAL AIRPORT-LONG BEACH route to provide five trips to Long Beach Naval Base and added Chestnut and Ocean (Long Beach) to its points served. One more trip was extended to Monrovia on the Pasadena route.

WESTERN GREYHOUND LINES (WGL)

LOS ANGELES: Schedule folders 1-13 were reissued in blue and black ink on June 21. Major changes include the establishment of summer service between San Francisco and Santa Cruz via both Skyline Blvd. and Halfmoon Bay-Davenport and summer service to the Upper Lake-Lakeport area. WGL has been granted authority by the Arizona Corporation Commission to provide local service between Mesa and Chandler. Service will be instituted as soon as the commission issues its formal order. There has been no service between Mesa and Chandler since April when SUN VALLEY BUS LINES discontinued service between those points. SVBL still operates between Phoenix, Tempe and Mesa seven days per week.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL has sold coaches 4801 and 4806, TDH-4801's, to the SOUTHWEST ST. PAUL TRANSIT COMPANY. Coach 4801 is already in Minnesota and as of a couple of weeks ago 4806 was being repainted in the SMMBL shop in the following scheme: white roof, dark blue around the window area, white belt rail and dark blue bottom. This sale is historymaking for two reasons: they are the first TDH-4801's to be sold secondhand, and they are the first 4801's ever to operate in a state other than California. The reader is referred to TB 8/65 (General Motors model number story) for the reasons the TDH/M-4801's were designed and built.

On Friday, June 21 hundreds of Santa Monica city employes, including SMMBL operators, refused to work in protest to wage schedules set in a Thursday night session of the City Council, and to enforce demands for a 10.8 per cent wage increase for all employes. The City Council had approved a 5.4 per cent wage increase for operators, raising their top wage to $3.41 per hour. Operators supported a fare increase to bring in added revenue. City Manager Perry Scott recommended a fare increase that Transportation Director Jack Hutchison estimated would yield $230,000 annually. On June 25 the City Council approved a rate increase boosting the basic fare from 20¢ to 25¢ (tokens 5/80¢ to 5/$1.00) and raising student fares from 10 tickets/$1.00 to 10 tickets/$1.25. On July 3 drivers voted 80 to 31 to return to work and by 1:00PM buses were rolling. A secret ballot was held Wednesday morning which, when approved, called for a $3.40 hourly rate with a 5¢ an hour increase on Dec. 1, a $90 a year uniform allowance, first day of sick leave to be paid, and no retribution against strikers. Within a few days all remaining city workers returned to their jobs with similar wage agreements.

AIRPORTRANSIT (APT)

LOS ANGELES: APT, in conjunction with the Los Angeles Airport Commission, has instituted service on a 10-minute headway (6:00AM to 1:00AM) and less frequent

CALIFORNIA--APT (CONTINUED)

headway (1:00AM to 6:00AM) between the VSP (Very Special Parking) Lot located on 111th St. between Aviation and La Cienega Blvds. and airport terminals. There is no charge for passengers who will be transported to all airline terminals via quick internal airport service roads. It is hoped the new VSP lot will reduce traffic and parking congestion in the airport's central terminal complex.

VACA VALLEY BUS LINES (VVBL)

FAIRFIELD: Effective June 1 the FAIRFIELD-TRAVIS AFB-STOCKTON route which was operated in conjunction with LINCOLN BUS LINE was discontinued. The FAIRFIELD-SACRAMENTO route is still operating on the same schedule.

AMADOR STAGE LINE (ASL)

RENO: ASL is now operating a route between Reno and Jackson via Carson City and Stateline three days a week. The STOCKTON-JACKSON route which formerly ran once daily except Sunday and twice on Sunday has been revised to operate in conjunction with the new RENO-JACKSON route.

BLUE AND WHITE BUS COMPANY (B&WBC)

LOS ANGELES: B&WBC has started to repaint former SOUTH LOS ANGELES TRANSPORTATION CO. and ATKINSON TRANSPORTATION CO. equipment white and blue in a scheme of white above the belt rail, dark blue below with a white "V" shaped design in front. The following coaches have been "splashed" and some have been renumbered:

Coach Number	Model/Serial Numbers	Comments	Coach Number	Model/Serial Numbers	Comments
36	TDH-3714/139	ex SLATCo 36	108	TDH-3714/??	ex-131-36 class
51	TDH-4512/1207	ex SLATCo 51			
53	TDH-4509/1327	ex SLATCo 53	121	TDH-4509/1352	ex SLATCo 52

All were built by G. M. Coach. It is unknown at this time why certain coaches have been renumbered.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: One or more crosstown bus routes will be instituted, and other route changes made, under a demonstration project announced jointly by STA and HUD. STA has received a $284,600 grant from HUD and to this will be added $142,300 in local funds.

A return to electric street railway service -- or even horsecars -- along Sacramento's downtown K Street has been suggested as a possibility in connection with the city's plan to develop a downtown shopping mall. STA officials are participating in a $100,000 study of the mall, and say they are looking into several possibilities for downtown transit. These include streetcars, horse-drawn streetcars, double-deck buses, "elephant trains" and Minibuses. Rails from the former PACIFIC GAS & ELECTRIC CO.'s traction system are still buried in K Street, and could possibly be dug up and used, STA officials say. "The mall transportation should be unique enough in itself to attract people to downtown," STA General Manager William D. Bourne said.

CALIFORNIA (CONTINUED)

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: The IBM Corp. has won a $4.9 million contract to supply an advanced new automatic fare collection system to BARTD, which hopes to begin revenue operation sometime late in 1970. Elements of the system will include self-service ticket vending machines, electronic currency change-making devices, and passenger gates that can automatically tabulate and subtract fares from a magnetically-coded ticket. Passengers would be able to purchase either single trip or multiple fare tickets--recharging additional value to the tickets whenever the remaining amount is insufficient.

IBM was low bidder on the contract to produce the fare collection system for BARTD's 33 passenger stations. Under terms of the contract, IBM will supply 96 ticket vending machines, 181 electronic passenger gates, 119 money changing devices, 44 electronic agents' ticket-reading machines, and 47 "Addfare" machines by which, through insertion of additional coins, a passenger can increase the value of his ticket.

A special feature of the electronic passenger gates will be their ability to remain open--with no impeding barrier to commuters--until a passenger fails to insert a magnetically valid ticket.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: An around-the-clock "Ready-Fare" plan, designed to reduce or eliminate robberies and assaults on bus riders, was to go into effect on the ACCTD July 14. Under the plan, the district's 1,025 bus drivers no longer will carry cash, tickets or tokens. These will be available at more than 250 outlets within the district's boundaries--banks, saving and loan associations, drug stores, supermarkets and such. Lists of the outlets will be carried on the buses, updated weekly, and newspaper ads also will detail the locations.

Signs on the outside and inside of buses stress that drivers carry no money. If passengers do not have the exact fare, drivers will accept up to $5 and issue a refund coupon, reedeemable by mail or at redemption centers. ACCTD officials said the "Ready-Fare" plan will be tried for six months, with permanent operation expected if all works well.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMR)

SAN FRANCISCO: Another plan to modernize the Muni has been unveiled by Mayor Joseph L. Alioto. He has named a slate of directors, headed by Levi Strauss & Co. Chairman Walter A. Haas Sr., to head a non-profit corporation to arrange financing for much-needed new equipment. The group hopes to raise up to $51 million through privately-arranged financing to replace Muni's aging fleet of White and Mack buses, Twin Coach and Marmon-Herrington trolley coaches and St. Louis-built PCC streetcars. The mayor and civic leaders reportedly are interested in acquiring all three modes of equipment for the future Muni fleet. The type of streetcar under most active discussion has been a 90-foot long double-articulated, double-end car of the DuWag design, capable of both low-level and high-level loading, the latter necessary because of the design of the Market St. subway which is now under construction. If this type of car is adopted, at least three of the present five streetcar lines would be retained.

N E V A D A

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LVTRSL) and ARIZONA BUS LINES (ABL)

LAS VEGAS: LVTRSL and ABL have both applied to the Nevada Public Service Commission for authority to operate between Las Vegas and the Southern California Edison plant south of Davis Dam. A route via U. S. Highway 75 and Nevada Highway 77 is proposed by both companies.

LVTR plans a five-day-a-week service leaving Las Vegas at 5:00AM and Davis Dam at 3:35PM with a 1 hour 55 minute running time. One way fare would be $4.00, round trip $7.00 and a weekly commuter card would cost $17.00. ABL proposes to leave Las Vegas at 6:00AM and leave Edison Plant at 4:00PM with comparable travel times. They propose a $6.00 round trip fare and request package express authority, limited to 100 pounds per shipment. Construction workers at the plant will constitute the bulk of the ridership. The PSC has not as yet set dates for a hearing on the proposals.

A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: PTC has been authorized to reduce service on midday schedules and on Sundays and to eliminate the TOLLESON-GOODYEAR-AVONDALE route. The Arizona Corporation Commission has ruled that PTC must submit reports to the ACC to determine if these reductions can put operations in the black as the firm has filed an application for rate increases. PTC attempted to obtain tax relief from fuel tax payments but missed by several votes in the State Senate recently.

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: SLCL, presently a subsidiary of NATIONAL CITY LINES, may soon change hands. UNION STREET RAILWAY CO. of New Bedford, Mass., formerly a subsidiary of EASTERN MASSACHUSETTS STREET RAILWAY CO. but now its survivor is in the process of negotiating a service guarantee with city officials while settling terms of the purchase agreement with NCL.

USRCo is asking for a guarantee of $210,000 over two years. Much of the city subsidy would go for higher wages for present SLCL employes who are currently working without a contract.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS has awarded a contract to General Motors for the purchase of 70 51-passenger buses. It is assumed that the buses will be model T6H-5305's. This means, almost certainly, the end of trolley coach operation in Seattle. However, this move is not without local opposition. Before the purchase can become final, a lawsuit filed by the Seattle chapter of the Washington Society of Professional Engineers -- seeking to force STS to buy trolley coaches instead -- must be resolved.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: DTC has sold four more TDH-5105's to RICHFIELD BUS COMPANY of Minnesota. Coaches 112 and 113 left Denver June 14 and 110 and 111 were scheduled to depart shortly afterwards. Coach 145, a Mack C47DT "New Look" coach, has been sold to the ENGLEWOOD-FT. LOGAN BUS CO. E-FLBC will use this bus to inaugurate a new route in the Englewood area. Municipal ownership of E-FLBC still is under consideration.

H A W A I I

HONOLULU RAPID TRANSIT LTD. (HRT)

HONOLULU: HRT has reported operating revenues for 1967 were $1,001,893 under those of 1966. Net income was $127,329, down from $385,897 the previous year. A 67-day strike during the year accounted for a great amount of the decline.

Coaches 900-909 (TDH-5301/3154-3163), 1962 models and air conditioned, are going through the King-Alapai Shops for repainting inside and out. These are the first HRT "New Look" buses to be repainted since being purchased.

T E X A S

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: Dallas Transit's 70¢ Sunday Pass, inaugurated June 23, seems to have gotten off to a good start. The pass is good for an unlimited number of rides on any city line. A total of 345 persons bought passes the first Sunday. DTS General Manager Wilson Driggs said that on an average Sunday, DTS coaches transport about 18,000 passengers at regular base and zone fares: 25 cents base and 5 cents per zone. At 70¢ per Sunday Pass, the 345 persons who bought passes can be translated into about 960 passengers at regular fares, or about 5 per cent of the total Sunday patronage, Driggs said.

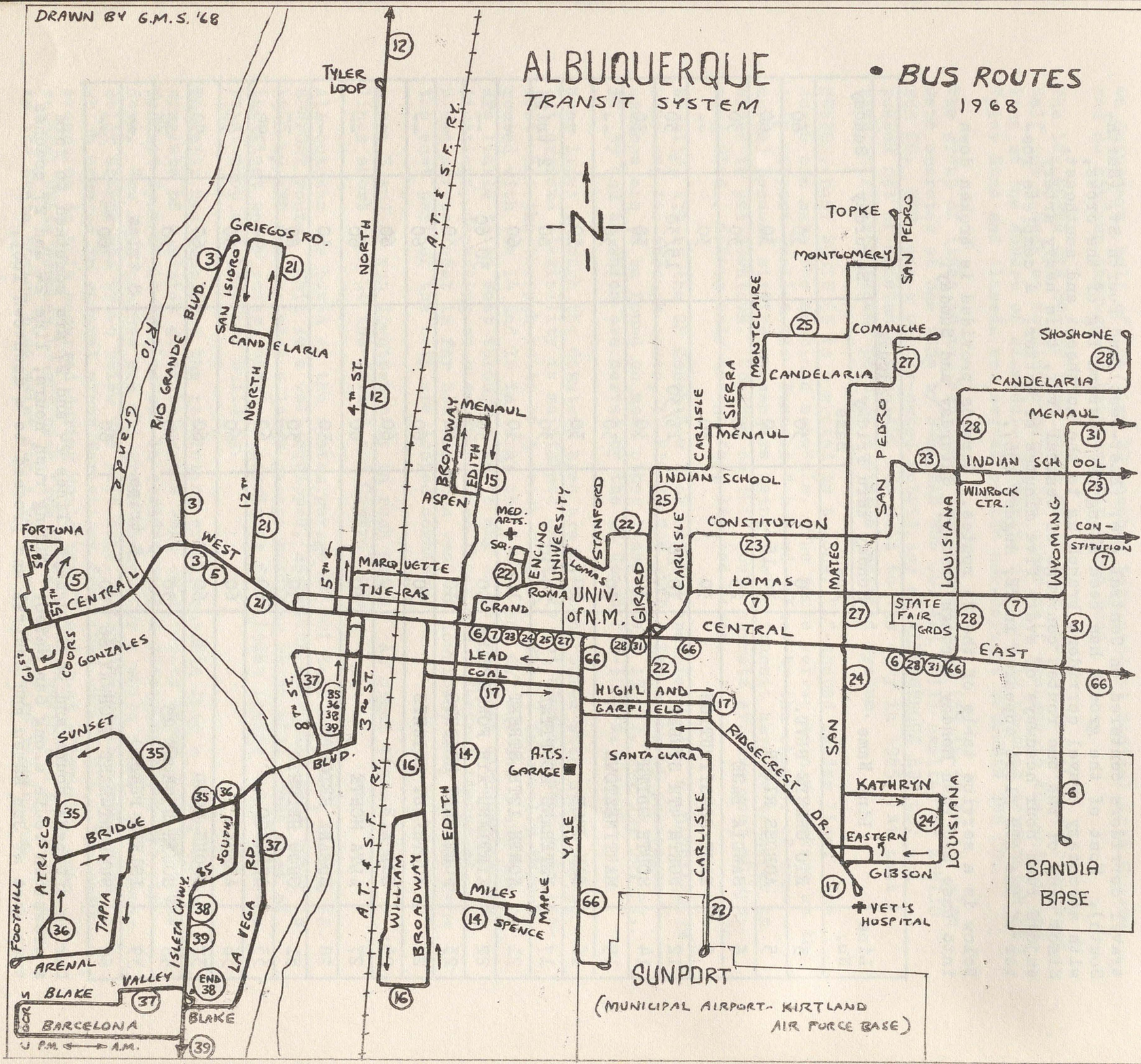
DTS is looking into the ranks of college instructors and students, and public school teachers, to fill in at the wheel for regular bus operators who are taking vacations this summer. The summer operator, who undergoes a 15-day training period, gets the same wages as other operators with less than 12 months' service ($2.66 per hour).

N E W M E X I C O

ALBUQUERQUE TRANSIT SYSTEM (ATS)

ALBUQUERQUE: Cash adult fare was raised on July 8 from 25¢ to 30¢ and the $1.75 weekly pass discontinued. Tokens went from 5 for $1.00 to 4 for $1.00. There was no change in the student cash fare of 15¢ or the student token fare of 20 for $2.50, or the 10¢ downtown shopper's fare. Zone fares remain at 5¢ per zone. ATS also has a Senior Citizen's fare of 20¢, allowable upon presentation of Medicare or proper I. D. card, and this was unchanged.

ATS has a system of 23 routes covering this fast-growing city of some 325,000 persons. Albuquerque is shaped roughly in the form of a cross, with heavy


DRAWN BY G.M.S. '68
ALBUQUERQUE
TRANSIT SYSTEM
• BUS ROUTES
1968
N
TYLER LOOP
A.T. & S.F. RY.
NORTH 4TH ST.
GRIEGOS RD.
SAN ISIDRO
CANDELARIA
NORTH 12TH
RIO GRANDE BLVD.
RIO GRANDE
MENAUL
BROADWAY
EDITH
ASPEN
MED. ARTS SQ.
ENCINO
UNIVERSITY
STANFORD
LOMAS
ROMA
UNIV. of N.M.
GIRARD
CARLISLE
SIERRA
MONTCLAIRE
TOPKE
MONTGOMERY
SAN PEDRO
COMANCHE
SHOSHONE
CANDELARIA
MENAUL
INDIAN SCHOOL
WINROCK CTR.
LOUISIANA
WYOMING
CON-STITUTION
MATEO
STATE FAIR GRDS
EAST CENTRAL
WEST CENTRAL
FORTUNA
58TH
57TH
GONZALES
COORS
GIST
MARQUETTE
TIJERAS
5TH
GRAND
LEAD
COAL
HIGHLAND
GARFIELD
8TH ST.
3RD ST.
BLVD.
SUNSET
BRIDGE
ATRISCO
FOOTHILL
TAPIA
ARENAL
ISLETA CHWY. 85 (SOUTH)
LA VEGA RD.
VALLEY
BLAKE
BARCELONA
OCR
P.M. ⟵ A.M.
END
WILLIAM
BROADWAY
MILES
SPENCE
MAPLE
A.T.S. GARAGE
SANTA CLARA
YALE
RIDGECREST DR.
KATHRYN
EASTERN
GIBSON
VET'S HOSPITAL
SUNPORT
(MUNICIPAL AIRPORT - KIRTLAND AIR FORCE BASE)
SANDIA BASE

NEW MEXICO--ATC (CONTINUED)

travel corridors centered on Central Ave. (East-West) and Fourth St. (North-South). Most of the growth has been along the eastern leg of the cross, with secondary travel corridors branching to the northeast and southeast. Since many of the bus routes converge on Central Ave., this heavy artery enjoys rush hour headways of every five minutes or better. A complete roster of the ATS fleet appeared in TB, August 1967.

Below is a service table of the 23 routes. Service provided is broken down into base and rush Monday through Friday, Saturday and Sunday.

Line No.	Line Name	Headways			
		Monday thru Friday		Saturday	Sunday
		Rush	Base		
3	RIO GRANDE BLVD.	30	30	30	60
5	ACROSS RIVER	10-15	30	30	60
6	SANDIA BASE	25	30	30	30
7	EAST CONSTITUTION	30	30	30	--
12	NORTH 4TH STREET	10/20	15/30	15/30	30
14	SOUTH EDITH	30	30	30	30
15	MARTINEZTOWN	30	30	30	--
16	SAN JOSE	30	30	30	--
17	VETERANS HOSPITAL	15-30	30	60	2 trips
21	NORTH 12TH STREET	10-12	30	60	--
22	KIRTLAND AIR FORCE BASE	30	30	30/60	--
23	NORTHEAST HEIGHTS	30	30	30	--
24	SOUTHEAST HEIGHTS	30	60	60	--
25	BEL AIR	30	60	60	--
27	ALTA MONTE	30	60	60	--
28	EUBANK HEIGHTS	30	30	30	--
31	SNOW HEIGHTS	30	30	60	--
35	ATRISCO	60	60	60	90
36	ARENAL	60	60	60	90
37	COORS ROAD	60	60	60	90
38	SOUTH HIGHWAY 85	30	30	30	90
39	ISLETA PUEBLO	8 trips		8 trips	--
66	SUNPORT-EAST HIGHWAY 66	60	60	60	--

During off-peak hours and on Saturdays, lines 24 and 27 are combined to form a crosstown route along San Mateo. During rush hours, line 24 and 27 coaches turn west at San Mateo and Central and proceed to a downtown loop.

NEW MEXICO--ATS (CONTINUED)

On Saturdays, half of the line 22 coaches terminate at Medical Arts Square and do not run through to Kirtland Air Force Base.

The 12--NORTH 4TH STREET line has a short turn loop at Fourth and Tyler Road. Half the schedules terminate here, the other half proceed to the end of the line at the suburb of Alameda. Formerly, all line 12 coaches terminated at Tyler Road and Alameda was served by the now-defunct SUBURBAN BUS CO.

The group of lines to the southwest part of the city (35-36-37-38-39) also were operated at one time by SUBURBAN BUS CO. and still earlier by ARMIJO BUS CO. SBC was a wholly-owned subsidiary of ALBUQUERQUE BUS CO. and passed out of existance when ABC was sold to the city in 1965. At that time, all lines became part of a single, unified system.

SUNPORT-EAST ROUTE 66 is operated as a long, "L"-shaped feeder line. One coach can make the combined schedule. The route serves mainly workers at the city airport (called the "Sunport," a word coined by the chamber of commerce) because airline passengers using public transit have to transfer in order to get downtown. Coaches on this route operate express west of Wyoming Blvd., making only designated, limited stops.

Usually, all of the GM Coach New Look coaches operate on the 6--SANDIA BASE line and its through-route, 3--RIO GRANDE BLVD. The older 45-passenger coaches are to be found on most other lines except 15, 17, 22, 35, 36, 37, 38, 39 and 66 which are served by the GM Coach TDH-3501's.

Some lines through the downtown area are through-routed with other lines, but extreme flexibility is maintained and it is not always possible to predict what the through-route of a coach will be. The 12 is usually through-routed with the 14 and 16 in turn; the 3 with the 6. But the 5 and the 21 are liable to be sent through town to any of several East Albuquerque destinations, depending on when they reach their 4th & Central timepoint. Since service east is far heavier than west of downtown, many coaches from the east part of the city are looped downtown.

Lines 7 and 23 run downtown only in rush hours. At other times, these lines short turn at the Girard and Central Loop.

All coaches are based at the system garage at 601 Yale Ave. SE., on the 66-SUNPORT route. This is a well-equipped, sprawling operating base built in 1948 by ABC and includes a large garage building which will house most of the fleet under cover, complete servicing facilities inside and a separate paint shop and bodywork building.

The city has completed the repainting of all coaches into a livery which consists of a bluish green below the belt rail, white above. "Albuquerque Transit System" is spelled out in serifed italic lettering above the windows. New Look coaches are all green except for a white roof. The former color scheme was brown below the belt rail, yellow above, a combination which endured in several minor variations from 1928 until 1966. The only exception to this occurred during World War II and just afterward, when several White coaches bought used from SANTA MONICA MUNICIPAL BUS LINES ran in the Santa Monica blue paint for a year or more before repainting.

EQUIPMENT REPORT

Below is a list of passenger equipment that has come to our attention as having been acquired or disposed of by western operators since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Airportransit	412	Minibus	MBID/?	AC,14 hiback seats
	413	Minibus	MFBID/437	
Western Greyhound	8998-8999	MCI	MC6X/? - ?	8999 ex EGL 4599 LA-LV Pool
San Jose City Lines	6523-6527	GM Coach	TDH4519/1669, 1734-7	Correction to previous info.
USED BUSES				
Highland Transit Inc	702	GM Coach	TD3609/076	ex ELACIA 702
San Pedro Motor Bus Co	57	GM Coach	TDH3610/1312	ex Highland Tst 57
Falcon Charter Svc	32	GM Coach	PD4104/964	ex WGL 7118
	73	GM Coach	TDM4509/328	ex ESL 413
	77	GM Coach	TDM4515/027	ex WGL 933
Ace Charter Coaches	50	GM Coach	PD4104/1161	ex CWL 4107
Continental Bus System	1151-1157	GM Coach	PD4104/1519, 2026,2031,2032, 2036,2040,2044	ex ABL 6105, 6112,6117,6118, 6122,6126,6130
Calif Sightseeing Tours	104	GM Coach	PD4104/1735	ex Ft.Dodge Transit 43, addl info
	106	GM Coach	PD4104/262	ex WGL 7227
	111	GM Coach	PD4104/1418	ex TNE TN948
Pacific Scenic Lines	101	GM Coach	PD4106/480	ex Ariz BL 124
	102	GM Coach	PD4106/1085	ex SDTS 1001
	103	GM Coach	PD4106/1084	ex Tropical 103
	128	GM Coach	PD4107/002	ex Ariz BL 128
Fiesta Coach	3902	GM Coach	PD4104/967	ex NGL N1543
Cal.Parlor Car Tours	63	GM Coach	PD4106/?	ex WGL 7700-class
Studio Transp. Inc.	218	GM Coach	PD4106/?	ex ? cream/red
Gray Line of LA	421-422	GM Coach	PD4106/?	ex?
	806	GM Coach	PD4106/?	ex Gray Line D.C.
	904-906	GM Coach	SDM5301/489-491	" " 904-906
	B150	GM Coach	PD4104/?	ex Santa Fe Transp. B159
	--	GM Coach	TDH5103/533, 545, 548	ex SCRTD 6402, 6414, 6417
Western Greyhound	0702	GM Coach	PD4501/547	ex El Paso bg pool
Arrow Charter Lines	1201	GM Coach	PD4103/1067	ex CDL 2204
DISPOSITIONS				
Santa Monica MBL	4801,4806	GM Coach	TDH4801/399,404	to Southwest St. Paul Transit Co.
Contiental Western	4103,4109	GM Coach	PD4104/589,1163	4103 to Texas, 4109 unknown
American Buslines	6101	GM Coach	PD4104/1515	Unknown