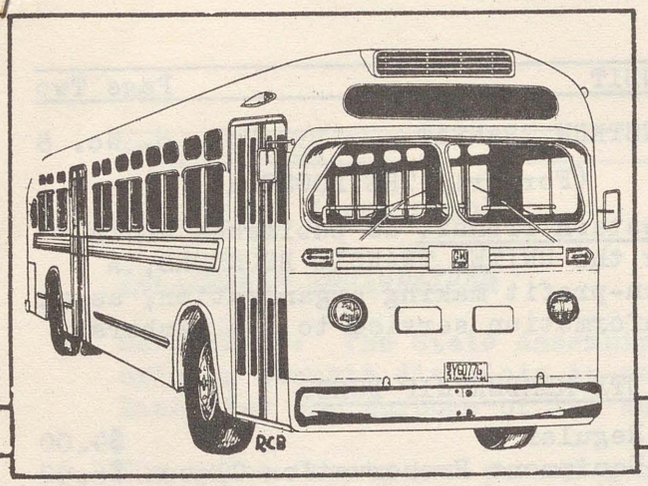


Western Transit

Monthly Publication of The United Transit Boosters
Formerly THE BOOSTER

'Dedicated to Better Transit'

Vol. 6, No. 8 August, 1968 Ten Pages

C A L I F O R N I A

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL has just received three new Model 05 Silver Eagles (See Equipment Report) which have been assigned to the LOS ANGELES-SEATTLE pool releasing 4757, 4758 and 4759 (1967 model coaches) for use on a number of cross country charter moves planned for late summer and autumn.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Additional ABL Eagles have been rebuilt: 6708 Kass SE/58113; 6729 Kass SE/58168; 6755 B&C SE/6194 and 6804 Kass GE/27775. Three brand new Model 05 SE's (See Equipment Report) have been assigned to the LOS ANGELES-SAN FRANCISCO-EAST RENO (Nugget Casino) pool. 42-seat Silver Eagles are now being assigned to the LOS ANGELES-MIAMI pool.

TCO INDUSTRIES, parent company of ABL, has received Interstate Commerce Commission approval to purchase EDWARDS MOTOR TRANSIT CO. of Williamsport, Pa., for about $1.9 million in cash. The acquisition will give the Trailways system a shorter, more direct route between Cleveland and New York City and improved routes in Upstate Pennsylvania and in New York State.

FRASCA BUS LINE (FBL)

VAN NUYS: FBL inaugurated its SAN FERNANDO VALLEY-MALIBU-ZUMA BEACH route (TB 6/68) on Monday, July 22 on the schedule as previously outlined. Valley terminus of the line is Chatsworth Street and Zelzah Avenue.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: The Gray Line has received 10 former SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT 2700, 2800 and 6400-class GMC Model TDH-5103's. The buses are being repainted in GLOLA's red and gray livery and are to be renumbered 5100-5109. Buses purchased new by GLOLA or those bought used from properties other than GRAY LINE OF WASHINGTON, D. C. (a company under common ownership) are numbered according to the seating capacity of the coach, using the first two digits of the number for that purpose. The 49-seat Flxible suburbans purchased in late 1965 are numbered 4900-4909 and the 49-seat recliner SDM-5302's bought last year are numbered 4910-4914. GLOW buses retain their former numbers.

CLUB NEWS

MEETING NOTICE

September Regular Meeting:

Date: September 8, 1968
Time: 8:00PM Sunday
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

October Regular Meeting:

Date: October 13, 1968 (time and place as above.)

-0-

Summer 1968: Five Years

Of Reporting Transit News

After five years of publication, The Booster has a new name: WESTERN TRANSIT. The change was decided upon several months ago and announced at a regular U. T. B. meeting to be effective with the August issue. Membership agreed. The general feeling is that "Western Transit" is more descriptive of the function of the publication: the reporting of news in the field of transit in the Western states.

Originally, The Booster carried news of transit from all over the U. S., but this was discontinued some two years ago. In its five years of publication, the official organ of the U. T. B. has won wide acceptance as an authoritative journal in the transit field. The aim of its editors and staff members is to make still further improvements.

* * *

We are happy to report that Gerry Squire, who sustained a heart attack late in June, is well on the road to recovery after a short stay in hospital. His move to San Francisco, reported in the May issue, has been delayed and production of The Booster (now WESTERN TRANSIT) has been temporarily in other hands. He plans to move to the Bay Area as soon as circumstances permit.

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(Formerly THE BOOSTER)

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CALIFORNIA (CONTINUED)

CALIFORNIA LEGISLATURE

SACRAMENTO: The State Assembly has passed SB443 (Mills, D.-San Diego) authorizing transit districts to establish special benefit areas aided by transit lines for the purpose of tax assessments.

The State Senate has passed a bill that would double tolls on the San Francisco-Oakland Bay Bridge (auto tolls presently are 25¢) to finance revenue bonds to cover the anticipated $144 million BAY AREA RAPID TRANSIT DISTRICT deficit. The bill was SB82 (Miller, D.-Martinez). BARTD, although about 50 per cent complete in construction, cannot order any rolling stock until the additional financing is assured.

PEERLESS STAGES SYSTEM (PSS)

SAN JOSE: On May 6 PSS cancelled one trip (Monday through Friday only) between San Jose and Centerville. Minor adjustments were made on other trips.

SAN CLEMENTE STAGE LINES (SCSL)

SAN CLEMENTE: SCSL has been authorized to begin operations between points in the Camp Pendleton complex and Disneyland as detailed (TB 6/68). A one-way fare of $2.75 and round trip fare of $4.50 have also been established. The company previously had authority only to operate between the city of San Clemente and Camps San Onofre, Horno, San Mateo, Talega and Christianitos, all within Camp Pendleton. The service that may now be provided formerly required three separate fares and three carriers--SCSL, WESTERN GREYHOUND LINES and SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. For general information we list all of SCSL's presently authorized routes:

Line 1--CAMP SAN ONOFRE-CAMP HORNO: Commencing at San Clemente terminal via El Camino Real (U. S. Highway 101), Santa Ana Freeway, Basilone Road to the Camp San Onofre gate and return via reverse of above.

Line 2--CAMP SAN MATEO-CAMP CHRISTIANITOS-CAMP TALEGA: Commencing at San Clemente terminal via El Camino Real to the Camp San Mateo gate and return via reverse.

Line 3--CAMP PENDLETON-DISNEYLAND: Commencing at gates to Camps San Onofre, Horno, San Mateo, Talega, or Christianitos, thence via U. S. Interstate Highway 5 (San Diego Freeway and Santa Ana Freeway), Katella Ave., West Street to Disneyland and return via reverse.

VENTURA COUNTY TRANSPORTATION COMPANY (VCTC)

VENTURA: VCTC has increased its schedules from three trips Monday through Friday and two trips on weekends to four trips weekdays and three on Saturday and Sunday. The company also has acquired a used GMC PD-4103, painted a metallic green, which is used on the AIRPORT route along with the Flxible Starliner.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A major milestone in Southern California's fight for a rail rapid transit system was passed August 1 when Gov. Reagan signed, in Sacramento, legislation paving the way for Los Angeles County residents to vote on financing the system.

The biggest -- and ultimate -- hurdle comes in November when electors vote on a proposed sales tax increase to financing construction of the $2.5 billion system. The bill to permit the financing plan was guided along a very rocky path through the legislature by Assemblyman Frank Lanterman (R.-Pasadena).

Key legislators and SCRTD officials attended the ceremony at which Gov. Reagan signed the bill. Reagan hailed it as a transit-financing "guideline." Said the governor: "This bill is particularly significant because it offers a method of funding rail transit and encourages a broader state role in balanced transportation planning. By its enactment, state government has accepted the fact that we need many forms of transportation in order to best serve the needs of the public...."

Under terms of the bill, voters will be asked to approve a county-wide one-half cent increase in the sales tax to guarantee bonds which would be sold for construction of the 89-mile system. Sixty percent of those casting ballots must approve the issue for it to pass.

Besides the 89-mile, five-corridor high-speed rail network, the bond money would be used to initiate engineering for a second-phase rail system and set up 550 miles of local and express feeder bus service. SCRTD officials have said this phase of the program would add approximately 700 buses to the district's fleet which currently numbers in excess of 1,500 coaches. Consequently, Southern California -- under the plan -- would get a much-expanded surface bus system in addition to the high-speed rail lines.

Southern California legislators have tried for years to get a financing plan for a rapid transit system through the legislature. Such efforts have met with stern and unyielding opposition from a group of lawmakers, led by Sen. Randolph Collier (D.-Yreka), chairman of the State Senate Transportation Committee and oft-referred to as "father" of the California freeway system. The anti-transit faction finally yielded this time after proponents managed to stir up more grass roots support than usual, and also after the financing plan was divorced from a proposed boost in property taxes.

Four cities in San Bernardino County -- Chino, Montclair, Ontario and Upland -- are considering annexation to SCRTD if they can be assured of an early extension of rail rapid transit to the Ontario International Airport. Present bus service is operated hourly, seven days a week, on the "F" leg of Line 60--LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS. Leonard Gleckman, RTD director and mayor of West Covina, planned to inform the RTD board of this interest and recommend engineering studies for this extension.

Effective July 15, 6100-6200 series Flxible 111-CC-D5-1S coaches were assigned to base runs (Monday through Friday) and all runs on weekends on Line 7--EAGLE ROCK-SOUTH BROADWAY, working out of Divisions 2 and 3. The remaining 5300's

CALIFORNIA--SCRTD (CONTINUED)

(5300-5308) at Division 1 were shifted to Division 7 to be replaced by several 5000's (TDH-5303's), 2100's and 2300's also were juggled among Divisions 1/11, 2, 3/10 and 7 and 5100-series TDH-4801's have again been assigned to Line 75--VENICE BLVD.-ECHO PARK AVE. out of Division 3.

"SAM" and "EMMA," two names representing communications systems installed to allow operators to secretly flash emergency alerts to police headquarters and to provide for two-way radio contact between operators and dispatchers, have now been installed on 200 of a projected 600 SCRTD coaches.

"SAM" stands for Silent Alarm Module, which provides a hidden button for an operator to push to automatically alert police in an emergency. "EMMA" is Emergency Message Alert, a two-way radio that enables operators and dispatchers to discuss traffic tieups, accidents, fires, lost and found items and other matters. Cost of the complete system, including a new dispatch center now under construction at Division 2, will be $1.8 million.

SCRTD has begun a program of repainting all buildings at the various operating divisions in a two-tone brown scheme. In the past, buildings were light green with dark green trim.

The following coaches have been repainted in the District's official livery of Saddle Tan, Chrome Yellow and White, since our last listing: 2386, 5439, 5468, 5478.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of August 1963)

+Line 119--SOUTH EL MONTE LOCAL, subsidized by the City of South El Monte, inaugurated by LOS ANGELES METROPOLITAN TRANSIT AUTHORITY.

+WGL introduces the MC5 coach.

+SANTA MONICA MUNICIPAL BUS LINES moves to its new garage at Sixth and Colorado.

+SAN DIEGO TRANSIT SYSTEM requests permission to raise basic fare to 30¢, wants transit authority created to take over operations.

+LAMTA moves from PACIFIC ELECTRIC Building to temporary location at 513 South Main.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: A five-cent increase in the basic (15¢) fare on the Municipal Railway has been recommended by the San Francisco Public Utilities Commission. Increases in nearly all special types of fares were likewise urged, but the commission recommended creation of a special five-cent Senior Citizens fare for use by the elderly during off-peak traffic hours.

Under the plan, express bus fares would be raised from 15 cents to 25 cents; Shoppers' Shuttle fares would rise from 5 cents to 10 cents; the Sunday Pass would go from 50 cents to 75 cents, and student fares would double in cost (from 10 tickets for 50 cents to 10 for $1.) The commission also wants to raise the cash fare on cable cars from 15 cents to 25 cents, with a special token rate established with 5 tokens for $1, in effect a fare of 20 cents per ride. Thus residents who use the cable cars for commuting purposes would be nicked less than the tourists. Fares on baseball express buses would rise from 30 cents to 50 cents. Muni Manager John M. Woods estimated that the proposed fare changes would bring in additional revenues of $5.6 million annually.

CALIFORNIA--SFMRy (CONTINUED)

The proposed fare boosts are part of a program to finance replacement of Muni's aging fleet of motor and trolley coaches and streetcars. Muni officials hope to have some new buses on the property by early 1969.

Muni is testing water-filled bumpers. Twenty-five of the sausage-like, vinyl bumpers are already in use on buses and an additional 75 will be installed within the next few weeks. Muni officials believe they are the first transit undertaking in the U. S. to experiment with the new safety device. William A. McRobbie, Muni's safety director, said the type of low-speed personal injury and property damage accident occurring in the congested areas of San Francisco should be substantially reduced due to the cushioning effect of the bumper.

U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

WASHINGTON: Three Western transit systems are announced as the latest recipients of HUD grants for technical studies of the public transportation needs of low-income neighborhood residents.

San Jose, Calif., is to get a federal grant of $155,334 to which will be added local funds of $77,666; Denver, Colo., will receive a federal grant of $66,667 to which will be added local funds of $33,333, and Honolulu will get $69,300 in federal money to combine with local funds of $34,650.

The San Jose grant will go for a comprehensive analysis of mass transportation. Only marginal bus service is provided presently in the east side of San Jose, HUD officials said, while unemployment in this area exceeds 12 per cent.

The Denver study will evaluate the public transportation needs of low-income residents living in five depressed neighborhoods, and Honolulu will undertake a study of transit needs in four depressed neighborhoods which are not served by any form of public transit.

N E V A D A

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LVTRS)

RENO: LVTRS has inaugurated, effective August 1, a once daily "COMSTOCK-BONANZA EXCURSION" operating between Reno, Carson City, Dayton, Virginia City and the Ponderosa Ranch of Bonanza television fame. Stops on the trip include the Nevada State Prison, Virginia City gold rush days ruins, the north shore of Lake Tahoe and the Ponderosa Ranch.

PIONEER BUS LINES (PBL)

Pioneer began operation April 1 over four routes in Reno using six ex-STOCKTON (CALIF.) METROPOLITAN TRANSIT DISTRICT buses (See Equipment Report). Plans are afoot to establish two more lines and to purchase four more ex-SMTD TDH-3610's which will presumably be numbered 1201-1202 and 1205-1206.

O R E G O N

ROSE CITY TRANSIT COMPANY (RCTC)

PORTLAND: RCTC has inaugurated, on a trial basis, a route between Portland and

OREGON--RCTC (CONTINUED)

the Beaverton industrial area. Trips serve the Beaverton Tektronix Industrial Park, Tektronix Sunset Plant, Leupold and Stevens, Inc., Varian Associates, and Electro-Scientific Industries. Morning schedules leave Portland at 6:05AM and 7:15AM, returning at 3:32PM and 4:35PM.

T E X A S

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL has taken over service from the financially-troubled ACRES HOME TRANSIT COMPANY. AHT had served a primarily-Negro community of 35,000 residents north of Houston. Area residents had petitioned city officials to have RTL extend service. Previously, there were no transfer privileges between the separate companies and, as a result, many patrons were forced to pay double fares.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: One of the Dallas Transit System's heaviest routes, the 2--ERVAY line, has received a new name and a substantial routing change to provide more convenient access to bus service for more than 400 additional residents. The line, which serves South Dallas, is now known as the 2--ERVAY-CENTRAL. The change was brought about primarily because the area previously served was directly in the path of the future Interstate 45 freeway. General Manager Wilson Driggs also announced that service on the 65--FERGUSON line has been increased from 11 to 9 minutes in the morning rush and from 10 to 8 minutes in the afternoon rush hour.

A total of 123 charted DTC "Dandiliners" (GMC Fishbowls) transported about 11,000 children from 40 depressed area Dallas elementary and secondary schools to a number of cultural, educational and commercial centers recently. The mass field trips were part of a Federally sponsored program called "Project Affect."

DTS inaugurated on July 1 a new rush-hour express line named NORTH TOLLWAY EXPRESS operating between downtown and the northwest part of the city. The new line operates non-stop for more than five miles along the new tollway, making it the longest non-stop line in DTS history. Round trip travel time between downtown and Northwest Highway has been cut by 30 minutes. Sixteen inbound and outbound trips are provided Monday through Friday, during morning and evening rush hours. On Saturdays the line offers six inbound and outbound a. m. and p. m. trips. Adult passengers boarding or leaving the express buses between Forest Lane and downtown pay a 45-cent fare. Those traveling beyond Forest Lane pay 50 cents. To use the new tollway, DTS must pay some $2,100 in toll charges during the next 12 months.

U T A H

SALT LAKE CITY LINES, INC. (SLCL)

SALT LAKE CITY: The Salt Lake City Commission, on July 15, approved by a 4-1 vote a contract for operation of the city bus system to UNION STREET RAILWAY CO. of New Bedford, Mass. USR will pay the city $210,000 over a two-year period and the city has the right to purchase the system within 20 months for $500,000. The system has hitherto been operated by Salt Lake City Lines, an NCL property.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Will Seattle lose its trolley coaches, or keep them after all? The Perils-of-Pauline story of this hilly city's electric buses has taken quite a few turns lately, with STS management wishing to get rid of the aging fleet (none newer than 1943) and local citizens fighting to retain them. Latest developments suggest that the trolleys might be around for awhile.

The King County Superior Court on July 2 ruled that the Seattle City Council must determine by ordinance what means of transportation the Transit Commission should employ. This somewhat ties the hand of STS management, because the council, by a vote of 9-0, voted to continue to use both diesel buses and the venerable electric vehicles.

The decision was a victory for the Seattle Chapter of the Washington Society of Professional Engineers, which has mounted a lengthy campaign to retain the TB's. The engineers contend that TB's are more economical to use, less noisy and cause less air pollution.

At the close of the council meeting which sustained the trolleys, City Council President Floyd Miller said: "We have no other choice but to use both (trolleys and diesel buses)." The council further directed that a special examination of air pollution caused by public and private transportation systems be conducted by a special committee. The study is to be aided by a grant of at least $2,385,000 from HUD--pending the outcome of an appeal to the State Supreme Court of the Superior Court's ruling.

The City Council went ahead and authorized STS to proceed with plans to buy 70 new diesel buses (TB, July 1968) but, apparently instead of using them to replace trolley coaches, STS will now use them in connection with its proposed "Blue Streak" commuter plan to the north suburbs. Blue Streak will be financed partly by a $1,030,000 federal grant.

Seattle is one of only two Western States transit systems using trolley coaches. The other system, of course, is the SAN FRANCISCO MUNICIPAL RAILWAY.

A new color scheme has been chosen for STS buses. The light green and white, traditional for years, is giving way to a deep red with a soft grey top. The colors were chosen by an industrial design consultant and will make the STS buses easily distinguishable from suburban coaches.

N A T I O N A L

THE FLXIBLE COMPANY

This publication has previously taken an in-depth look at the system of model numbers employed by General Motors, and now it is time to examine the scheme used by another major bus manufacturer, The Flxible Co. of Loudonville, Ohio.

The Flxible Co. has developed a system of assigning model numbers to all of its coaches, regardless of type, using a series of letters and numbers, each representing a particular item of design. Presented herewith is the code system that has been used on all products manufactured since Sept. 28, 1965. Infor-

THE FLXIBLE CO. (CONTINUED)

mation has been contributed to Western Transit by U.T.B. Member John McKane.

FLXIBLE MODEL NUMBERS

BODY GROUP							POWER PLANT			VARIATIONS	
BUS TYPE				DIMENSIONS			ENGINE TYPE			ACCESORIES	
No.	1st DIGIT BASIC COACH TYPE	2nd DIGIT MODEL ADAPTATION [BUILT FOR]	3rd DIGIT VERSION DESIGN	LETTERS	1st LETTER LENGTH	2nd LETTER WIDTH	LETTERS	VARIATIONS	LETTER/NUMBER MANUFACTURER	No.	NUMBER
1	TRANSIT 42-45 PAS.	TRANSIT	VERSION NO. 1	A			A			1	AIR CONDITIONING
2	Flxiliner	INTER-CITY	VERSION NO. 2	B			B			2	UNDER FLOOR BAGGAGE
3	STAR-LINER	AIRPORT	VERSION NO. 3	C	40'	102"	C	1-2	CUMMINS	3	DUAL SPEED AXLE
4	TRANSIT 34-45 PAS			D	35'	96"	D	1-5	Detroit Diesel	4	REST ROOM
5	Flxette			E	34'	91"	E				
6		SIGHT-SEEING		F	33'		F	1-6	FORD		
7		SUBURBAN		G	31'						
				H	30'						
				I							
				J	28'						
				K	21'						
RTD 6100's	1	1	1		C	C			D-5		1
RTD 4200's	1	1	1		D	D			D-5		1
SBMTS 800's	4	1	1		H	D			D-4		1
APT 205-213	2	2	3		D	D			D-2		1
APT 1034-1035	3	7	3		E	D			D-1		1
APT 410	4	7	1		K	E			F-6		

Using this model system code it can be determined what a particular coach looks like and what extra accessories it has without ever seeing the bus.

On the next page we have prepared a chart showing at a glance the major comparisons by body types between G. M. Coaches and Flxible Coaches. The two manufacturers now compete pretty much across the board, as can be seen.

G. M. COACH vs. FLXIBLE

Comparable Vehicles - Model Numbers

Body Type Only	Wide		Narrow	
Transit	Flxible	G.M.Coach	Flxible	G. M.
45 pass (35' length)	111-DC	4520	111-DD	4521
51-53 pass (40' length)	111-CC	5305	111-CD	5306
Suburban				
45 pass (35' length)	--	--	171-DD	4503
49-53 pass (40' length)	--	--	171-CD	5303
Intercity				
41-45 pass (35' length)	--	--	223-DD	4107
49 pass (40' length)	--	--	--	4903
Complete Numbers				
Transit				
35', GM V-6, Hydraulic trans, A/C	111-DC-D5-1 POSSIBLY	T6H-4520-A	111-DD-D5-1 POSSIBLY	T6H-4521-A
35', GM V-8, Hydraulic trans	111-DC-D6	T8H-4520	111-DD-D6	T8H-4521
40', GM V-6, Hydraulic trans	111-CC-D5 POSSIBLY	T6H-5305	111-CD-D5 POSSIBLY	T6H-5306
40', GM V-8, Hydraulic trans, A/C	111-CC-D6-1	T8H-5305-A	111-CD-D6-1	T8H-5306-A
Suburban				
35', GM V-6, Mech. trans, A/C	-	-	171-DD-D5-1 POSSIBLY	S6M-4503-A
35', GM V-8, Mech. trans	-	-	171-DD-D6	S8M-4503
40', GM V-6, Mech. trans	-	-	171-CD-D5 POSSIBLY	S6M-5303
40', GM V-8, Mech. trans, A/C	-	-	171-CD-D6-1	S8M-5303-A
Intercity				
35', GM V-6, A/C	-	-	223-DD-D2-1	-
35', GM V-8, A/C	-	-	-	PD-4107
40', GM V-8, A/C	-	-	-	PD-4903

EQUIPMENT REPORT

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
American Buslines	6622-6624	Bus & Car	SE05/7549-7551	LA-SF-E.Reno
Continental Western	4771-4773	Bus & Car	SE05/7527-7529	LA-Seattle pool
Gray Line of Reno	118-119	Flxible	Flxette/571-LE-F6-1/FX 118-119	
Orange Coast Sightsg.	214	G.M.Coach	PD4104/?	exGLOSF 213-srs
Gray Line of L.A.	5100-5109	G.M.Coach	TDH5103/assortd	exRTD (see text)
Calif.Sightsg.Tours	107	G.M.Coach	PD4104/1786	ex SVBL 260
Pionner Bus Lns(Reno)	1203-1204	G.M.Coach	TDH3610/397,1184	ex SMTD 1616-20
	1207-1210	G.M.Coach	TDH3610/315,398, 374 or 314,1185	ex SMTD 1637, 1617,1636,1622

USED BUSES