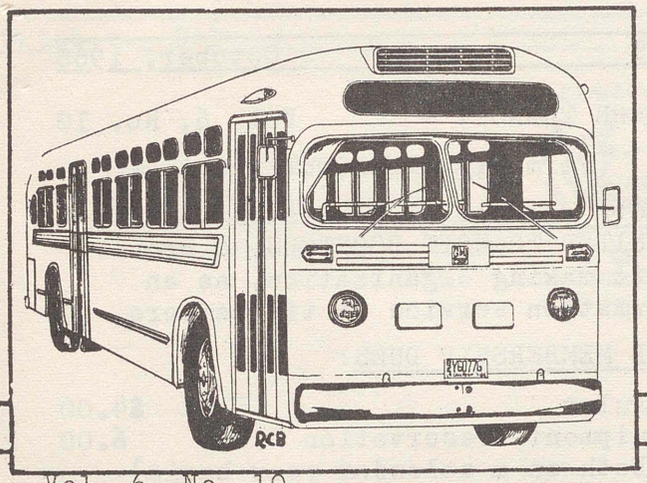


Western Transit

Monthly Publication of the United Transit Boosters

Formerly THE BOOSTER

'Dedicated to Better Transit'

Vol. 6, No. 10 October, 1968 Eighteen Pages

C A L I F O R N I A

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: CTS was one of the many exhibitors at the recent Los Angeles County Fair at Pomona. AMERICAN BUSLINES INC. 6624 (SE 05/7551) was on display with company representatives and a hostess on board to give highlights of the bus and Trailways transportation services in the West. Approximately 40,000 persons inspected the bus during the 16-day run of the fair.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Additional details of the Muni's plans to replace present rolling stock were announced coincident with approval of the plan by the City's Board of Supervisors. A non-profit corporation will be set up to sell bonds to finance the new equipment. It is planned to have 100 new motor coaches in service by April, 1969, followed by an additional 200 later in the year; 200 more in 1970 plus 25 minibuses, 60 to 100 rapid transit (or streetcars) cars in 1973; plus 200 motor coaches and 80 trolley coaches in 1975 and 80 more new trolley coaches in 1978.

SFMRy operators are now earning $3.9175 per hour, up from $3.73 under a labor contract that also calls for time-and-a-half after eight hours of a straight run, and after a ten hour spread. Vacations have been set at one week after one year, three weeks after five years, and four weeks after 15 years.

Early in September, the Board of Supervisors declined to adopt a 5¢ fare increase, although the board's transit committee had recommended the increase as a condition of acquiring new equipment. The board expressed interest in hunting for alternative sources of income.

An exact-fare payment plan, originally planned for institution beginning later in September, was introduced suddenly on Muni's streetcars, trolley coaches and motor buses (but not cable cars) at 7:00PM September 6. This premature action was taken because of the robbery and assault on a Muni bus driver the night before. Railway officials had originally planned a two-phase program for the changeover.

The first step called for putting back into circulation some 8½ million SFMRy tokens that have been in storage since 1952. The tokens were to have been released through some 600 retail outlets in the city beginning September 23; at about the same time, change would no longer be available on cars and buses during nighttime hours. The second phase would have operators carrying change at no time, and paper scrip available for overpayment. But after the September 5 assault, Muni officials put the plan into effect all at once to avert a threatened walkout by operators.

CLUB NEWS

MEETING NOTICE

November Regular Meeting:

Date: November 10, 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

December Regular Meeting:

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

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Attention: WT Correspondents

GM Gerry Squire requests that any correspondents with news from Northern California, Utah, Northern Nevada, Oregon, Washington, Idaho, Montana submit the material to him at 1105 Paloma Ave., Apt. 3, Burlingame, California 94010. Material from other states, and Southern California and Southern Nevada should be submitted to Ed Buckley at the editorial address listed in the right-hand column.

New U. T. B. Members

#71 Norman E. O'Neill
#72 Tracy Weedon, Corona Del Mar
#73 Mike Haddock, Simi

WESTERN TRANSIT Vol. 6, No. 10

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U. T. B. OFFICERS

General Manager --Gerald L. Squier
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Secretary --Mac Sebree

U.T.B. BUSINESS & EDITORIAL ADDRESS

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

PUBLICATION STAFF

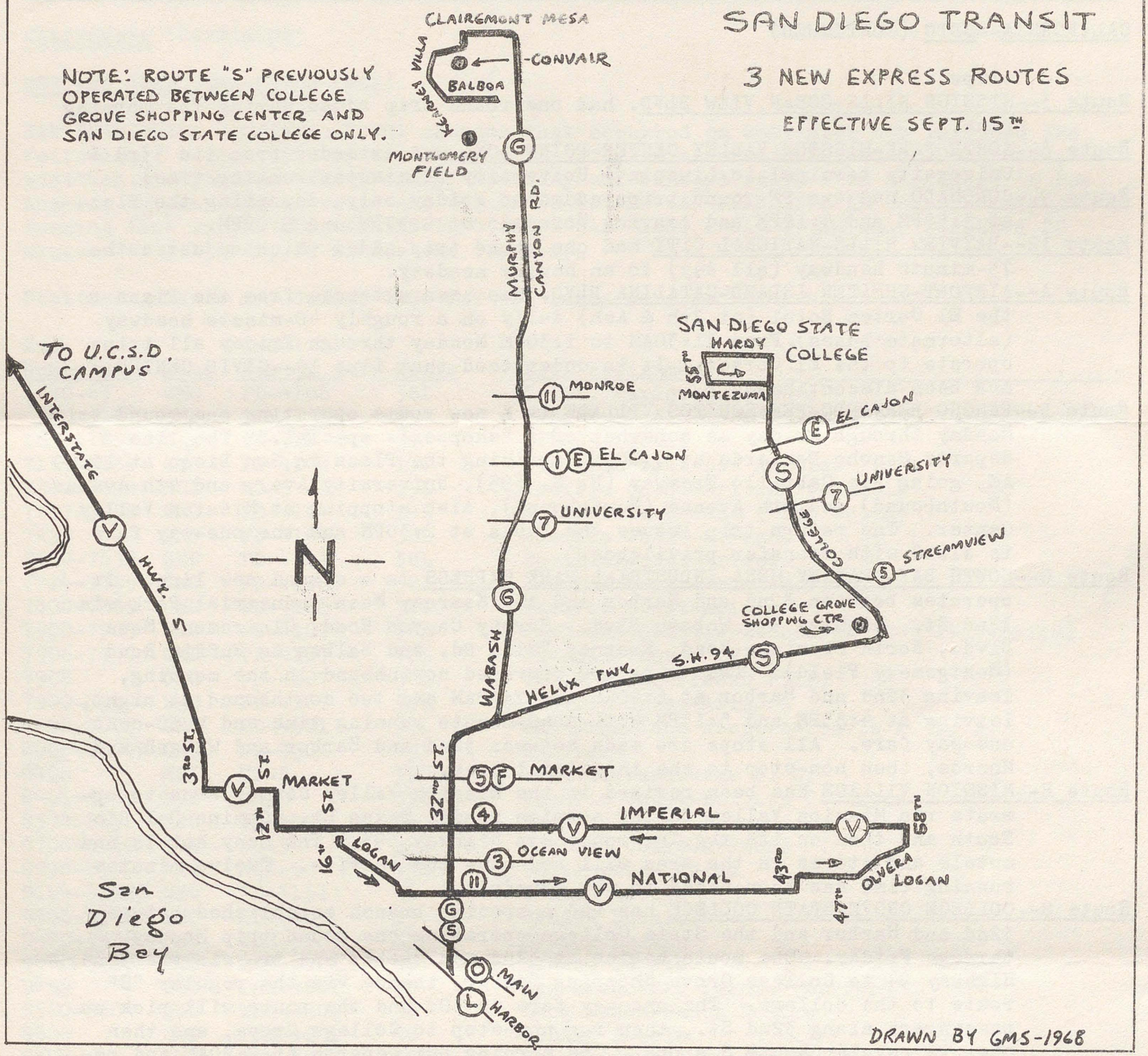
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CALIFORNIA--SFMRy (CONTINUED)

Until machinery was set up for handling refunds, overpayments were considered to be a "contribution" to the Municipal Railway. Release of the tokens, which sell for 15¢ each, was to have been the first step in Muni's exact-fare plan, which was designed to discourage holdups. Other steps included installation of two-way radios and alteration of fare boxes to accept paper money.



CALIFORNIA (CONTINUED)

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Numerous route and schedule changes occurred on September 15. A summary follows:

Route 1--EL CAJON BLVD. LOCAL had one extra round trip added Monday through Friday departing 49th & Adams at 6:06PM and the Plaza at 6:57PM.

Route 2--30TH STREET/NILES STREET Niles and University branch was extended via Niles, Landis and Swift to University. Schedules on this branch include four AM peak round trips and three non-school days PM peak and 6 school days PM peak

CALIFORNIA--SDTC (CONTINUED)

trips.

Route 3--MISSION HILLS-OCEAN VIEW BLVD. had one round trip added during the morning rush.

Route 6--NORTH PARK-MISSION VALLEY CENTER-POINT LOMA was extended from its 33rd & University terminal to Lincoln & University (2 minutes running time).

Route 9--CORONADO had two PM round trips added on Friday only, departing the Plaza at 3:58PM and 4:18PM and leaving Coronado at 4:37PM and 5:02PM.

Route 12--BAYVIEW HILLS-NATIONAL CITY had one round trip added which adjusted the 75-minute headway (all day) to an hourly headway.

Route A--AIRPORT-SHELTER ISLAND-CATALINA BLVD. has been extended from the Plaza to the El Cortez Hotel (at 7th & Ash) daily on a roughly 40-minute headway (alternate buses). From 11:30AM to 1:30PM Monday through Friday all trips operate to the El Cortez. It is understood that Line 10--CIVIC CENTER has been discontinued.

Route D--RANCHO BERNARDO-PENASQUITOS VILLAGE is a new route operating one round trip Monday through Friday as somewhat of a "shopper's special." The line departs Rancho Bernardo at 9:00AM, arriving the Plaza in San Diego at 10:00 AM, going via Cabrillo Freeway (U. S. 395), University Ave., and 4th Avenue (Southbound) and 5th Avenue (Northbound), also stopping at Mission Valley Center. The return trip leaves the Plaza at 2:30PM and the one-way fare is $1.00 with transfer privileges.

Route G--SOUTH BAY-KEARNEY MESA INDUSTRIAL PARK EXPRESS is a second new line. It operates between 32nd and Harbor and the Kearney Mesa Industrial Park via 32nd St., Highway 94, Wabash Blvd., Murphy Canyon Road, Clairemont Mesa Blvd., North Frontage Road, Kearney Villa Rd. and Balboa to Ruffin Road (Montgomery Field). Two trips are operated northbound in the morning, leaving 32nd and Harbor at 6:40AM and 7:10AM and two southbound at night, leaving at 4:35PM and 5:15PM with a 40-minute running time and a 50-cent one-way fare. All stops are made between 32nd and Harbor and Wabash and Monroe, then non-stop to the industrial area.

Route H--MISSION VILLAGE has been revised in the Mission Valley Center area to operate via Mission Valley Center service roads, Texas St., Camino Del Rio South and then on its regular route via Highway 395. The many hotels and motels and stores in the area will now have bus service. Twelve minutes running time has been added to the schedule.

Route S--COLLEGE GROVE-STATE COLLEGE has had a special branch established between 32nd and Harbor and the State College operating one round trip Monday through Friday. The route begins at 32nd and Harbor and travels via 32nd, Highway 94 to College Grove Shopping Center, thence via the regular "S" route to the college. The one-way fare is 50¢ and the route will pick up passengers along 32nd St., then run non-stop to College Grove, and then observe regular Route S stops. The morning bus departs at 7:20AM and returns from the college at 4:10PM.

Route V--SOUTHEAST SAN DIEGO-UCSD CAMPUS EXPRESS is the third new line. It provides service between the Southern San Diego area, downtown and the University of California/San Diego campus at Torrey Pines. The route begins at 16th and Imperial and travels via 16th, Logan, 26th, National, 43rd, Logan, Olvera, 58th, Churchwood, Imperial, 12th, Market, 3rd Ave. and Interstate Highway 5 to the campus. The bus (one round trip Monday through Friday) departs 16th and Imperial at 6:50AM, 58th & Churchwood at 7:15AM and arrives UCSD at 7:45AM. The return trip leaves the campus at 5:15PM by the reverse route. The line operates non-stop between the Plaza in downtown San Diego and UCSD. Maps of new routes G and V and revised route S will be found on page 3 of this issue.

CALIFORNIA (CONTINUED)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Additional WGL changes that occurred on September 4th included the following: A reduction of one round trip daily on the SACRAMENTO-SAN JOSE route, addition of Schedule 4718 (Friday, Saturday and Sundays only) from San Diego to Los Angeles on the express route and one extra NOVATO-SAN FRANCISCO AM commute trip. Running time on the LOS ANGELES-LONG BEACH-SAN DIEGO LOCAL route was increased 22 minutes to a 4-hour, 28 minute one way trip.

Pool assignments for Summer 1968 for WGL buses were as follows:

Bus Numbers	Make	Model Number	Seats	Pool Assignment
40-63	GMC	PD-4106	38L	Calif. Parlor Car Tours
900-914	GMC	TDM-4515	45	SFBACR Locals
1671-1699	Mack	C-49DM	51	SFBACR Locals
7133-7134	GMC	PD-4104	13C	San Francisco-Los Angeles
7200-7284	MCI	MC-5	39L	Pacific Coast-British Columbia
7297-7298	GMC	PD-4104	24L	California-Nevada (Club Coach)
7299	GMC	PD-4104	38L	Pacific Coast-Arizona
7500-7659	GMC	PD-4104	38L	Pacific Coast-Arizona
7724-7799	GMC	PD-4106	38L	Pacific Coast-British Columbia
7800-7869	GMC	PD-4106	38L	Pacific Coast-Arizona
7900-7905	GMC	PD-4107	36L	Portland-Seattle-Vancouver BC (VIP Service)
7906-7907	GMC	PD-4107	36L	Phoenix-Tucson (VIP)
7908	GMC	PD-4107	36L	Los Angeles-Fresno (VIP)
7909-7999	GMC	PD-4107	38L	Pacific Coast-Arizona
8000-8007	GMC	PD-4501	47L	San Francisco Airport-Travis A. F. B.
8008-8304%	GMC	PD-4501	43L	Northern
8400	MCI	MC-5	39L	Seattle-Vancouver B. C.
8401-8449	MCI	MC-5	39L	Pacific Coast-British Columbia
8574-8698*	GMC	PD-4104	38L	Pacific Coast-Arizona
8700-8810	MCI	MC-5	39L	Pacific Coast-Arizona
8998-8999	MCI	MCX-6	43L	California-Nevada
9104-9298%	GMC	PD-4151	41	SFBACR Locals
9306-9396%	GMC	PD-4103	39	SFBACR Locals
9400-9436	GMC	TDM-5103	53	SFBACR Locals
9450-9498	GMC	TDM-4801	50	SFBACR Locals
9499	GMC	TDM-4801	50	San Diego-San Ysidro (Border)
9500-9504	GMC	TDM-4801	50	Long Beach-Santa Monica
9505	GMC	TDM-4801	50	SFBACR Locals
9506	GMC	TDM-4801	50	San Diego-San Ysidro (Border)
9507-9524	GMC	TDM-4801	50	SFBACR Locals
9550-9593%	GMC	PD-4103	39	SFBACR Locals
9600-9659	GMC	TDM-5303	53	SFBACR Locals
9700-9709	GMC	TDH-5301	53	San Diego-San Ysidro (Border)

(Notes: L-Lavatory equipped C-Combination passenger and baggage %-Not necessarily entire series *-Available for sale.)

SFBACR, of course, stands for the San Francisco Bay Area Commute Region, of which there are three divisions, Peninsula, Marin and Contra Costa. Certain coaches are generally assigned to specific divisions: The PD-4151's and 4103's are assigned to Contra Costa routes because of that division's interurban nature and the fact that these routes traverse inland valleys requiring the use of air conditioning. The

CALIFORNIA--WGL (CONTINUED)

TDM-4801's and 5303's are assigned equally to the Peninsula and Marin Divisions, while the TDM-5103's are used exclusively on The Peninsula, and the Mack C-49DM's and the TDM-4515's are used almost exclusively in Marin County. Coaches in the following series, 8574-8653, 8655-8672 and 8674-8698, GM PD-4104 "Air Ride" buses have been offered for sale to connecting carriers and others. They are listed at $16,000 each without tires.

SFBACR fares, mainly for 20-ride commute books, were increased effective September 1 as follows:

Peninsula Service--Bayside

Between San Francisco and Zone --	One-Way	Round Trip	20-Ride Commute Ticket
2 - Bayshore (Colma)	$ .35	-	$6.50
3 - South San Francisco/Baden	.45	-	8.50
4 - S.F.Intn'l Airport/Milbrae	.55	-	9.00
5 - Burlingame	.65	-	10.00
6 - San Mateo	.75	-	10.50
7 - Belmont-Redwood City Depot	.90	-	11.50
8 - Atherton/Menlo Park	1.00	-	12.50
9 - Palo Alto/Barron Park	1.10	$1.98	13.50
10- Mountain View	1.30	2.34	15.00
11- Sunnyvale	1.45	2.61	16.00
12- Santa Clara	1.55	2.79	17.00
13- San Jose	1.65	2.97	18.00*

* -- SF-San Jose (Zone 1-13) commute books good on SF-SJ Express buses.

Peninsula Service--Oceanside

2 - Westlake (Alemany Blvd.)	.35	-	6.50
3 - Westlake (Skyline Blvd.) Edgemar (Pacific Manor)	.45	-	8.50
4 - Sharp Park	.55	-	9.00
5 - Vallemar - Rockaway Beach	.60	-	9.50
6 - Pedro Valley (Linda Mar)	.65	-	10.00
7 - Montara (Moss Beach)	.80	-	10.50
8 - Princeton Hwy - Miramar Hwy	.90	-	11.50
9 - Half Moon Bay	.90	-	11.50

Marin Division

2 - Sausalito	.55	-	8.00
3 - Mill Valley/Corte Madera	.70	-	11.00
4 - San Rafael/Manor	.85	-	12.00
5 - Terra Linda	.90	-	13.00
6 - Ignacio/Novato	1.00	2.00	14.00
7 - Petaluma	1.45	2.61	17.00
8 - Cotati	1.60	2.88	20.00
9 - Santa Rosa	1.85	3.33	23.00
10- Dias Ranch	.70	-	12.00
11- Alpine Lodge-Mountain Home	.75	-	12.00
12- Stinson Beach	.90	-	14.00
13- Bolinas	1.20	2.16	17.00
14- San Geronimo	1.05	1.89	14.00
15- Lagunitas/Taylorville	1.25	2.25	15.00
16- Point Reyes Station	1.45	2.61	20.00

CALIFORNIA--WGL (CONTINUED)

17- Inverness	1.65	2.97	21.00
18- Tiburon/Belvedere	.85	-	12.00

Contra Costa Division--Inland

To Zone	From San Francisco O.W.	R.T.	20-Ride	From Oakland O.W.	R.T.	20-Ride
3 - Orinda	$ .75	-	$12.00	$ .40	-	$ 7.50
4 - Lafayette	.85	-	14.00	.50	-	9.50
5 - Walnut Creek	.95	-	15.00	.60	-	11.00
5C- Shepard Road	.95	-	15.00	.60	-	11.00
6 - Pleasant Hill	1.05	1.89	16.00	.70	-	12.00
6A- North Monument	1.05	1.89	16.00	.70	-	12.00
6B- Alamo	1.05	1.89	16.00	.70	-	12.00
6C- Treat Blvd.	1.05	1.89	16.00	.70	-	12.00
7 - Concord	1.20	2.16	17.00	.80	-	13.00
7A- Muir Creek Jct.	1.20	2.16	17.00	.80	-	13.00
7B- Danville	1.20	2.16	17.00	.80	-	13.00
7C- Keswick Lane	1.20	2.16	17.00	.80	-	13.00
8 - Clyde	1.30	2.34	-	.90	-	-
8A- Concord Vista	1.30	2.34	-	.90	-	-
8B- Martinez	1.30	2.34	-	.90	-	-
9 - Port Chicago	1.40	2.52	-	1.00	-	-
9A- Nichols	1.40	2.52	-	1.00	-	-
9B- Bella Vista	1.40	2.52	-	1.00	-	-
10- Pittsburg	1.50	2.70	-	1.10	2.00	-
11- Antioch	1.60	2.88	-	1.25	2.25	-

Contra Costa Division--East Bay North

Oakland	.50	-	-	-	-	-
Emeryville	.50	-	-	.35	-	-
Berkeley/West Berkeley	.65	-	-	.35	-	-
Albany	.70	-	-	.35	-	-
El Cerrito	.75	-	-	.35	-	-
Richmond	.75	-	-	.45	-	-
San Pablo (23rd St.)	.80	-	-	.45	-	-
San Pablo Jct.	.80	-	-	.45	-	-
Tank Farm	.85	-	-	.50	-	-
Pinole	.90	-	-	.60	-	-
Franklin Canyon Jct.	.95	-	-	.65	-	-
Rodeo	1.00	-	-	.75	-	-
Oleum	1.05	1.89	-	.75	-	-
Tormey	1.10	1.98	-	.80	-	-
Crockett Jct.	1.10	1.98	16.00	.85	-	13.00
North Bridgehead	1.20	2.16	-	.90	-	-
Morrow Cove	1.20	2.16	-	.90	-	-
South Vallejo	1.30	2.34	-	.95	-	-
Vallejo	1.30	2.34	-	.95	-	15.00

(Note: Round trip fare in cases where one-way fare in $1.00 or less is double the one-way fare; i. e., no savings on round-trip ticket.)

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Effective September 15 SMMBL reduced the peak hour and base headway (Monday through Friday) on Line 7--WEST PICO BLVD.-OCEAN PARK from 10-minutely to 12-minutely.

CALIFORNIA (CONTINUED)

SALINAS TRANSIT SYSTEM (STS)

SALINAS: STS's three-year contract with the City of Salinas to subsidize its operations will expire on January 7, 1969. Even though the city pays $7,000 a year, STS has just barely continued providing service.

The city has already solicited offers from other operators in California who might be interested in providing the service--probably to continue on a subsidized basis. Interest has been expressed by several concerns, including two in Northern California. The city also is considering the possibility of public ownership of the bus system with either public or private management.

BLUE AND WHITE BUS LINES (B&WBL)

B&WBL has applied to the Public Utilities Commission to increase its basic fare from 15 cents to 20 cents and raise the 40-ride school ticket from $3.40 to $4.50. Unless the increase is granted, the company says it will lose about $39,000 this year.

TORRANCE MUNICIPAL BUS LINES (TMBL)

TORRANCE: On September 15 TMBL expanded service on its Line 1--LOS ANGELES-GARDENA -NORTH TORRANCE-TORRANCE Monday through Friday. On weekdays all base service now operates through to Los Angeles on both the Gardena and North Torrance routes. Previously the Gardena route was a shuttle connecting with the North Torrance buses. Rush hour service has been adjusted from 20/40 minutely to 30/60. On Saturday all base service operates to Los Angeles on a 30/40 (70 minutely on each branch) headway. Previously all service between 10:00AM and 3:00PM terminated at 120th and Vermont.

On Sunday service on the North Torrance route was abandoned and the Gardena route operates six round trips on a two-hourly headway. Previous Sunday service terminated all day at 120th and Vermont, necessitating a change to either SCRTD Line 6--SOUTH VERMONT-HIGHLAND PARK or GARDENA MUNICIPAL BUS LINES Line 1--LOS ANGELES-GARDENA. Saturday and Sunday night service (after 6:00PM) was eliminated.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: All LOS ANGELES-SAN FRANCISCO FIVE STAR schedules were revised on October 27 to operate between both cities in 8 hours, 30 minutes--the fastest running time ever between this pair of cities. Schedules leave both terminals at 10:00AM and 10:00PM, with arrival at the opposite terminal at 6:30PM and 6:30AM. Other minor time changes were made, reflecting the change to Standard Time.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: The District has set property tax rates for fiscal year 1968-69 about one-third higher than that paid by property owners in 1967-68. To be levied against each $100 of assessed private property valuation, the rates will be: Alameda County--53.7 cents; Contra Costa County--47.2 cents; San Francisco County--49.8 cents.

Failure of state legislators to agree on a bill to provide $144 million in financial aid to BART in the September special session means the issue may not be acted upon until early 1969--and consequent delay in completion of the system, set for 1971.

CALIFORNIA (CONTINUED)

ANGELS FLIGHT INCLINE RAILWAY (AFIR)

LOS ANGELES: Famed Angels Flight, a downtown Los Angeles fixture since 1901, may not be long for this world. The Los Angeles Community Redevelopment Agency announced plans to dismantle the 325-foot incline by next February 1 to clear the way for work on the $500 million Bunker Hill urban renewal project. The agency said the railway will be re-installed on the same site after the project is completed--but some observers were skeptical of the restoration plans.

The railway will be out of commission for at least one and one-half years while engineers smooth off the top of Bunker Hill for the renewal area's new street pattern. If the line is restored, it may be necessary to shorten its length and change the angle of incline. This in itself would present grave problems in the restoration of the 67-year-old equipment. The CRA acquired Angels Flight for $35,000 six years ago.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Effective with the System Signup on September 1, the following basic service adjustments took place:

Route R-CV--SAN FRANCISCO-CASTRO VALLEY, one trip added weekdays leaving San Francisco at 4:35PM express to Castro Valley, the first stop.

Route 15--EAST 24TH STREET, one trip to Skyline High School (4:54PM) run by a schedule off of the F--SAN FRANCISCO-BERKELEY line; tripper from Skyline High School to Florence & Broadway cancelled.

Route 30--OAKLAND-SAN LEANDRO-HAYWARD EXPRESS, weekdays, trip leaving West Grand & Broadway at 6:54AM to operate via Routes 30 and 91-A--ALTA VISTA to California State College (Hayward). This is the only direct service from downtown Oakland; a transfer at Hayward is necessary at all other hours.

Route 51-C--COLLEGE AVE., University of California Village service to College & Bancroft to operate weekdays (both school days and school holidays).

Route 63--ALAMEDA-BAY FARM ISLAND, Bay Farm Island-South Shore Service to be on 30-minute headway between Park & Santa Clara Aves. and Bay Farm Island. (Short turn coach to operate through to Bay Farm Island, weekdays and Saturdays.

Route 96--SPECIAL SCHOOL SERVICE. Special school service and school charters, contracted and paid for by school districts will be charged to Route 96 (mileage exempt from gas tax). Special school service and school charters contracted for by private groups or by individual schools will be charged to Route 97, as has been done in the past.

ACT's experimental bus No. 625 (formerly XMC-53), the only TDH-5303 on the property --and the only GM bus with an 8V-71 engine coupled to an automatic transmission on the West Coast (if not anywhere)--underwent more testing by District and General Motors personnel during September and October. It was learned that the 625 would be tested on certain steep hills in San Francisco.

AC Transit wound up its most recent fiscal year (the period ending June 30) in the black--for the second straight year. The district reported a surplus of $301,871. And once again ACT bucked the national downtrend in riding, carrying 52,372,481 passengers during the fiscal year, an increase of 1.64 per cent. Nationally, riding decreased 1.29 per cent. Operating revenues increased 3.08 per cent over the preceding year, while operating expenses soared 7.12 per cent. Charter revenue, at $711,658, was up 2.73 per cent, and advertising revenue increased 27 per cent.

CALIFORNIA (CONTINUED)

PEERLESS STAGES SYSTEM (PSS)

OAKLAND: One of California's oldest bus lines (having started back in the 1920's) Peerless Stages--may not be with us as an operating company too much longer. The evidence of this is based partly on fact and partly on hearsay. First the facts: In August, a petition was filed with the Public Utilities Commission jointly by Peerless and Robert A. Burrowes, dba Lincoln Bus Lines (this Mr. Burrowes is none other than the WT staffer), whereby Peerless would sell to Lincoln its San Jose Division suburban lines and ten transit-type buses. Hearings on the application have been set for this month. No decision is expected before the first of the year.

As for the rumor department, grapevine has it that Greyhound is negotiating to acquire PSS's OAKLAND-SAN JOSE-SANTA CRUZ mainline route, the San Jose-Santa Cruz portion of which would be of the greater value to WGL. A certain degree of credance is offered by the fact that PSS is trying to divest itself of its eight San Jose local lines--lines that WGL would want no part of. It is understood also that the TRANSCONTINENTAL BUS SYSTEM had been trying to acquire the Peerless main line.

A new timetable for the Peerless San Jose Division suburban lines was issued on September 3. All eight routes are now in the same schedule; in the past the eight routes had been set out in two and possibly three separate schedule folders.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: The STA has placed into service 15 new General Motors buses numbered 401-415. The T6H-4521-A buses feature public address systems, Jacob Engine Brakes, three-speed Super-V transmissions and 6V-71 Detroit Diesel engines.

The two former GIBSON LINES TD-4506 buses (originally from Los Angeles) that STA acquired when it purchased that property have been refurbished and renumbered 5509-5510 (second series). Meanwhile, the last of the 5600 series GM TDH-3610 and 3609 buses have been removed from regular run assignments, although some are still used on trippers. On September 9, they were displaced from their former Line 2--RIVERSIDE BLVD.-LAND PARK DRIVE stronghold by 100-series GM TDH4512 buses. The 5600's that are still active are 5627, 5631, 5646-5660 and 5664.

STA buses 203 (the long SDM4502), 251-252 (TDH4519) and 401-415 (T6H4521A) are equipped with Jacob engine brakes, which is a device to decrease the speed of the vehicle whenever the engine is placed under compression. This component works rather effectively, although somewhat noisily when a full stop is attained.

On September 10 (and effective with the opening of the fall semester) a new express bus service, Line 30--NORTH SACRAMENTO-AMERICAN RIVER COLLEGE was instituted, connecting North Sacramento, Strawberry Manor, Noralto, Gardenland, Northgate and Del Paso Heights with the college. One bus is used on the line (usually a 400 or one of the newest 300's) which runs on an hourly headway between approximately 7:00AM and 5:00PM. In order to keep the one Line 30 bus run under eight hours of work, the first and last trips are worked by Line G runs.

Since September 1, the Authority has been operating on a basic 25¢ adult cash fare. As of that date, a new token was issued--the first ever to bear the SACRAMENTO TRANSIT AUTHORITY name--and the California Expo emblem is emblazened in the center of one side of the new token. WT staffman Bob Sutton, recently employed as a STA operator, reports that all trainees are required to spend at least eight hours on each of the system's 22 routes.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The sweeping series of changes and extensions announced by the SCRTD last month proved to be a prelude to another major round of expansion to the bus network, announced this month. The additional group of improvements approved by the district's board includes one entirely new line, extensions to two new lines announced last month, and extensions to three existing lines, one rerouting, and one service improvement.

Meanwhile, effective dates were announced for more of the new and improved services that were described in our last issue:

October 7--Lines 39--GLENDALE FREEWAY FLYER: 131--CHATSWORTH-CANOGA PARK, and 133--WEST COVINA LOCAL.
October 14--Lines 134--NORWOOD VILLAGE-SOUTH EL MONTE and 135--NORTH EL MONTE-SOUTH MERCED and 136--PASSONS BLVD.
October 20--Lines 116--LA MIRADA and 132--DOWNEY-HAWAIIAN GARDENS.

U.T.B staffers made a few observations as the changes went into effect. These include: Line 87, bus 6618 was assigned the first day; eastbound trips display 87--RAMONA GARDENS headsigh and no dashsign while westbound trips display the same headsign with a "GENERAL HOSPITAL CLINIC" dashsign. Line 151, 4209 was the bus used the entire first week; 4209 and 4210 have been assigned to Division 6 for this line. A headsign reading "151--EL SEGUNDO" and a dashsign "151 LOCAL" are used during the entire trip. Line 176, 2300's (GMC TDH4801's) out of Division 2 were assigned initially and 5900's (Flxible F2-D6V-401-1's) also used. On September 30 a fifth morning bus was added as a double to BR2 (the 7:00AM trip). On September 17 BR3 (the 7:30AM trip) was photographed and passengers interviewed by CBS-TV. Westbound trips use a "176--PACIFIC PALISADES" headsign and eastbound trips have "176--SO. LOS ANGELES 119th & WILMINGTON." A "FREEWAY FLYER" dashsign is used in both directions.

Line 133, originally intended as a West Covina local line, has been expanded to serve La Puente as well. The revised and extended route is from Eastland Shopping Center via Citrus, Cameron, Glendora Ave., Vincent, Walnut Creek Parkway, California Ave., Garvey, Sunset, Merced, Glendora Ave., Hacienda Blvd., Glendora and 1st Street to Stimson Ave. and Old Valley Blvd. (looping via Main St., Central Ave., Stimson, Old Valley and 1st Street). Two buses serve the extended line all day, on a 45-minute headway.

Other "second round" improvements:

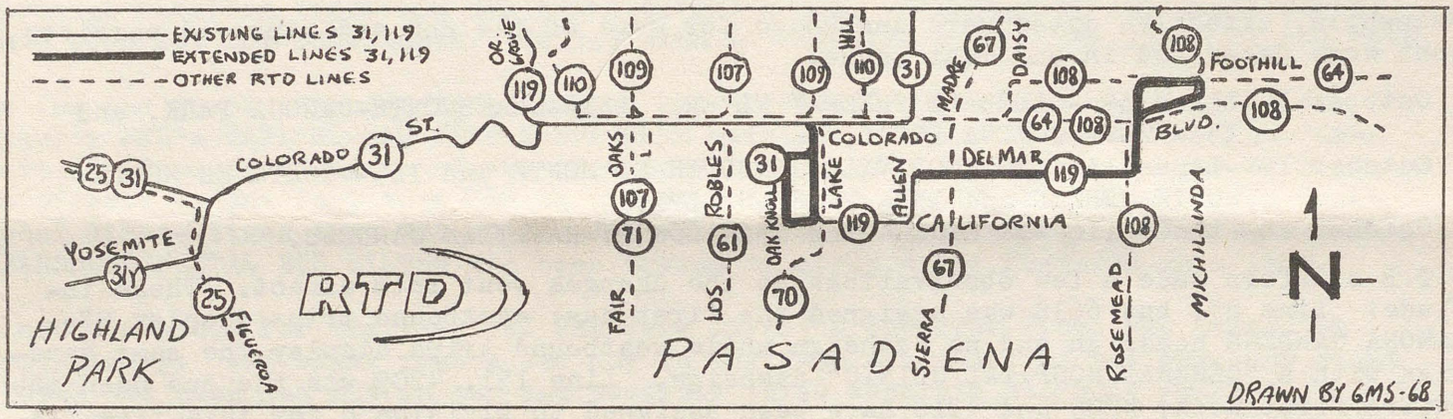
Line 101--REDONDO BEACH-CRENSHAW: Effective October 20, a fourth bus is assigned, weekdays and Saturdays. This will permit operation on a 30-minute headway between Crenshaw and Manchester Blvds. and South Bay Center. The former service along Crenshaw south of El Segundo Blvd. is doubled, and that north of El Segundo Blvd. placed on an even headway. One major benefit of this change will be doubled service to El Camino State College.

New Line 132--HAWAIIAN GDNS.-ARTESIA-DOWNEY-LAKEWOOD. This line has been revised to serve Lakewood as well as the other three named cities. The revised route is the same as described last issue to Florence Ave., then via Florence, Lakewood Blvd., Firestone Blvd., Brookshire Ave., Imperial Hwy. and Lakewood Blvd. to Carson (looping via Lakewood, Carson and Norse Way). One additional bus will be required.

Lines 31--HOLLYWOOD-EAGLE ROCK-PASADENA and 119--CALIFORNIA will get extensions and service improvements in the Pasadena area, effective October 27. These particular

CALIFORNIA--SCRTD (CONTINUED)

changes are a result of increased riding on the existing services. At present, the Yosemite Drive leg of line 31 terminates at La Loma Rd. & Figueroa Sts. This weekday service will be extended via Figueroa, Colorado Blvd., and the present route of Line 31 to Pasadena. An additional branch will be established in Pasadena serving the Lake Ave. shopping area. This will operate via Lake to California Blvd., looping via Lake, California, Oak Knoll Ave. and Del Mar Blvd. Two additional buses will be required for these improvements. With the addition of one bus, line 119 will be extended and its headway improved from 90 to 60 minutes. The extension is



via Allen Ave., Del Mar Blvd. and Rosemead Blvd. to Foothill Blvd. (looping via Rosemead Blvd., Foothill, Michillinda Blvd. and Arboleda St.)

Line 114--COMPTON-LYNWOOD will be extended, effective November 3, to serve Dominguez Hills State College and the City of Carson. The extension will be routed via Caldwell St., McKinley Ave., Claude St., Gardena Blvd., Avalon, Artesia Blvd., Central, Victoria, Avalon, 190th St. and Central to Turmont St. (looping via Turmont, Pricetown Ave., Kramer Dr., Hillford Ave. and Turmont). This extension, to operate Monday through Friday, will require one additional bus.

Line 117--WHITTIER LOCAL. The South Whittier and La Mirada legs will be rorouted, effective November 3, to better serve the South Whittier area. The South Whittier branch will operate via Broadway St., Victoria Ave., Telegraph Rd. and Carmenita Ave. to Meyer Rd. (looping via Carmenita, Leffingwell and Meyer Rd.) The La Mirada branch will be rerouted via Broadway St., Victoria, Telegraph Rd., Valley View Ave. and the present route.

New Line 137--EL SEGUNDO-INGLEWOOD-NORWALK will create a major new crosstown service, effective November 10. This new line will operate hourly, Monday through Friday, from Imperial Hwy. and Sepulveda Blvd. (looping via Nash St., Maple, Sepulveda and Imperial) via Imperial Hwy., and Norwalk Blvd. to Metropolitan State Hospital. Lines 115--COMPTON-IMPERIAL HIGHWAY and 137 will provide a combined 30-minute headway along Imperial between Hawthorne Blvd. and Wilmington Ave. Both will have transfer privileges to and from intersecting lines. Line 137 will require 3 buses.

Line 8--WEST FIFTY-FOURTH ST. added a new special school route on September 25 to facilitate loading of students at Crenshaw High School. The school coaches now load on 50th Street just east of 11th Avenue, and operate via 50th St. and 8th Ave. to 54th St., where they join the regular route.

Line 49--SAN PEDRO ST.-SOUTH FIGUEROA has been rerouted in the vicinity of Santa Barbara & Maple Aves. in connection with street changes. The former route was via

CALIFORNIA--SCRTD (CONTINUED)

Maple Ave., Woodlawn, San Pedro Pl. and Main, but a detour had been in effect since April via 37th and Main. The new route, made permanent September 25, is via Maple, Woodlawn, Santa Barbara and Main.

Line 125--LOS ANGELES-MARINELAND FREEWAY FLYER was rerouted on September 25 to operate via Flower St. instead of the Harbor Freeway from Adams Blvd. to 9th Street northbound, and from 8th St. to 37th St. southbound, to avoid traffic delays and conforms to the route of other lines using the Harbor Freeway.

Line 176--SOUTH CENTRAL-PACIFIC PALISADES got an alternate route effective October 2, from Vernon Ave. via the Harbor and Santa Monica Freeways, permitting expedited service from the southerly extremity of the line.

Coach 2917 (GMC TDH4801/018) has been retired and offered for sale as a result of accident damage suffered August 13. This is the second of RTD's 4801's to meet such a fate. 6517 was the first.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of October, 1963)

+LAMTA disposing of 6900-series coaches; 4 go to El Paso, 3 to Inglewood.

+TERMINAL ISLAND TRANSIT CO. takes delivery of 2 new Flxible F2D6V-401' (#730, 740).

+Seattle gets 100 51-passenger Flxibles, replaces the longer trolley coach lines.

+WESTERN GREYHOUND LINES announces plans to double size of San Francisco terminal.

Since our last report, the display schedule for the BAY AREA RAPID TRANSIT DISTRICT's "Rapid Transit Design Car" has been changed. The "car" remained at the Los Angeles County Fair through October 25, after which it was returned to BART to fill another commitment. It was then brought back to Los Angeles for showings at Topanga Plaza (October 9-14), Long Beach (October 17-20), Century City (October 23-28) and Crenshaw Center (October 30-November 5).

In connection with Proposition A, the Rapid Transit issue set for a vote on November 5, SCRTD promised serious consideration of a four-mile extension of the planned San Fernando Valley line from the previously-announced western terminal at Tampa Ave. in Reseda to Fallbrook Ave. in Canoga Park. Jack Gilstrap, Assistant General Manager of SCRTD, said funds for the extension probably could be obtained from the federal government. Shortly after Gilstrap's announcement, Proposition A won the endorsement of both the North Hollywood and Van Nuys Chambers of Commerce.

Interstate Warehousing Service Inc. of Chicago has offered for sale the 50 GMC TDH-5103's purchased from SCRTD for $3,500 each plus delivery (TB 7/68).

It was revealed October 4 that SCRTD is under investigation by the Los Angeles County District Attorney's office. The RTD board has pledged complete cooperation, and promptly launched its own investigation. Among the area of investigation outlined by the Board were sales of surplus property, the PASADENA CITY LINES and INGLEWOOD CITY LINES acquisitions, and bid specifications. (Editor's Note: It is strangely convenient, in our opinion, that the seeds of possible scandal should have been sewn just a few weeks before election day on the rapid transit proposition. Even if, as we anticipate, the RTD is given a clean bill of health, the damage will have been done.)

Additional repaints: 2130, 2132, 2349, 5063, 5070, 5074, 5077, 5083, 5420, 5800, 5888, 5889, 5890, 5895, 5980, 5993, 6624.

CALIFORNIA (CONTINUED)

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

Listed below are some of the matters that have come before, or have been disposed of by the PUC since our last listing:

Name of Carrier	Date	Item
Benz Bus Co.	8-6-68	New carrier requesting Class "B" charter cert.
Valen Parking Management	8-12-68	Seeking Orange County sightseeing certificate.
Eureka-Redding Stages Inc.	8-12-68	Requesting authority to use name of Redwood Empire Lines.
Quick's Stage Service	8-13-68	New carrier authorized to operate between Auburn and Georgetown; Auburn and Foresthill.
Greyhound Lines Inc.	8-13-68	Authorized to establish special service route between North Vallejo and Sears Point.
Avalon-Carver Community Center	8-13-68	Certificate granted to serve between Avalon & Central, Los Angeles, and Van Nuys.
Peerless Stages Inc.	8-14-68	Seeking authority to increase passenger fares.
National Executive Service Inc.	8-20-68	Requesting Certificate between points and airports, San Francisco, San Mateo Counties.
Safeco Transportation	8-20-68	Denied Class B charter certificate, Whittier.
Desert Transit	8-20-68	Authorized to suspend service between Indio and Eagle Mountain until Aug. 1, 1969.
Bay Rapid Transit Co.	8-20-68	Authorized to increase passenger fares, Monterey, Del Monte, Pacific Grove.
Sierra Lines	8-20-68	Authorized increase in monthly commutation fares between points in Alameda, Contra Costa counties and Lawrence Radiation Laboratory, Livermore.
Douglas Bus Lines, Inc.	8-22-68	Request authority to extend service to McDonnell Douglas plant, Downey.
Watts-Compton Improvement Assn.	8-22-68	Seeks certificate to operate between South-Central Los Angeles and Flair Industrial Park.
Northgate Transit Co.	8-28-68	Seeks to extend service to Serramont Shopping Center, Daly City.

A R I Z O N A

TUCSON TRANSIT CORP. (TTC)

TUCSON: Tucson is staring total abandonment in the face. The TTC appeared before the Arizona Corporation Commission on September 20 on its application to abandon operations in this Southern Arizona city. City officials say they have found several bus systems willing to operate the system on a management/operations contract if the city will purchase the firm, but none of the companies have shown any interest in buying the financially-troubled TTC, a subsidiary of AMERICAN TRANSIT CO. An indication of the deteriorated transit situation was provided when TTC declined to provide the usual school bus service this fall, idling the 10 buses which used to carry more than 2,000 students daily.

ARIZONA (CONTINUED)

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: PTC, an AMERICAN TRANSIT CORPORATION subsidiary, has applied to the Arizona Corporation Commission for a certificate authorizing operation of a charter service in an area located with a 25-mile radius of the intersection of Van Buren Street and North Central Ave. in Phoenix.

O R E G O N

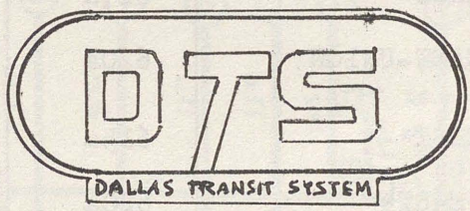
DORSEY BUS COMPANY (DBC)

CORVALLIS: The Corvallis city council has authorized a contract with DBC, the local school bus operator, to maintain city transit service in Corvallis after the former operator, HANCOCK TRANSIT CO., in business for 21 years, folded.

T E X A S

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS has inaugurated a special 15¢ reduced downtown fare on all 69 of its lines operating through the central business district all day seven days a week. Basic DTS fare is 25¢ and passengers in the downtown area will deposit 15¢ in the fare box and hand 10¢ to the operator in exchange for a plastic token. When alighting in the reduced fare area, the passenger turns back token, gets dime back. DTS also has chosen an insignia for the 440-bus fleet (all GMC TDH5303's). The insignia is an oval 19 inches wide by 8 inches deep, with a turquoise background and a unique DTS monogram. DALLAS TRANSIT SYSTEM is lettered in black. DTS fishbowls have had no system markings at all since the city acquired the transportation system from the former private operator, DALLAS TRANSIT COMPANY.



U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: The Utah Public Service Commission has approved the takeover of SALT LAKE CITY LINES by the UNION STREET RAILWAY CO. of New Bedford, Mass. USR was to begin operations September 1. Effective October 1 SLCL will have a revised fare structure: 30¢ basic fare, $12 adult monthly pass, $9 Senior Citizen Monthly Pass, 20¢ child cash fare, 15¢ student cash fare, 5¢ transfer and a 5¢ stopover transfer privilege which will allow shoppers to make stops along a route and reboard the bus for only 5¢ anytime within an hour after the transfer is issued.

Dale Barratt, USR president and former SCRTD general manager, said a plan for his firm to acquire the affiliated LAKE SHORE MOTOR COACH LINES must be presented to the Interstate Commerce Commission for approval. He said there are no plans to buy additional coaches or repaint the entire fleet, although a stepped up maintenance program was promised. The city will provide $210,000 to aid the operators of the bus system over the next two years. In the meantime, the creation of a WASATCH FRONT TRANSIT AUTHORITY was suggested by the city's mayor as a permanent solution to the area's transit needs.

On June 30, 1968, as NATIONAL CITY LINES control of SLCL neared an end, severe

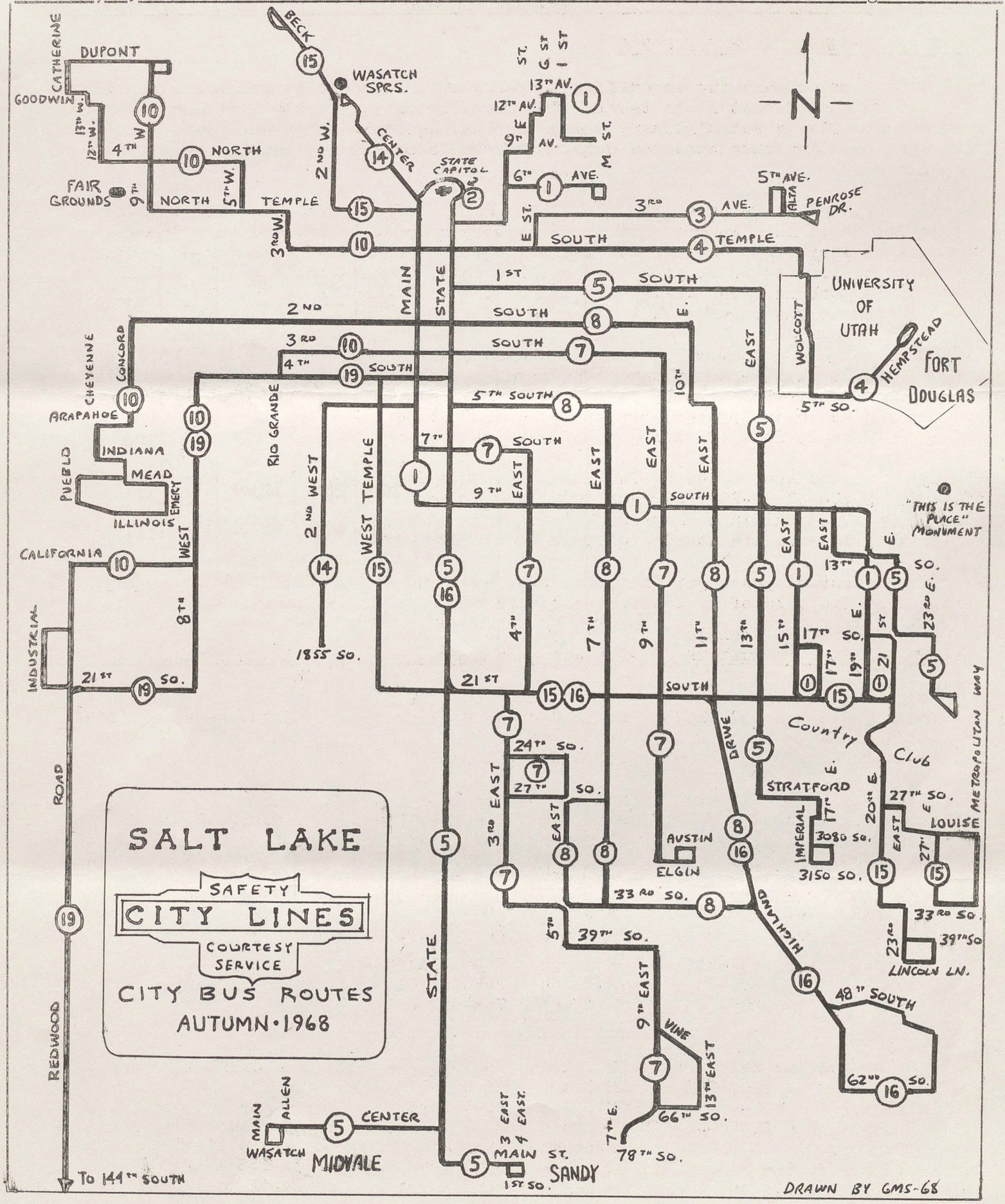
UTAH--SLCL (CONTINUED)

schedule reductions were placed into effect on all lines except 16--HOLLADAY and 19--RIVERTON. These pruned evening, night and early morning Sunday service. The reductions were necessary to eliminate part of the large operating loss, which SLCL had been experiencing for several years. Following is a current service table:

Line	1st Bus From Town Weekdays	Base	Rush	Sat	Sun	Eve.	Nite	Last Bus From Town M-Sat	Last Bus From Town Sun
1--15TH EAST	635a	30	20	30	60+	60	--	915p	715p
1--9TH-6TH AVE.*	625a 610a	60 60	45 45	60 60	60+ --	60 --	-- --	855p 615p	655p --
2--STATE CAPITOL	645a	30	15am 20pm	30	--(MON. + FRI. SHOPPING NITES - 1 R.T. AT 9 PM)			610p	--
3--THIRD AVE.	625a	30	30	30	--(SUN. + EVENINGS COMB. WITH LINE 4)			610p	--
4--FORT DOUGLAS	610a	30	20am 30pm	30	60	60	--	1005p	705p
5--STATE ST. Midvale Sandy	520a	20(60)	13am 17pm	20(60)	30(60)	30(60)	45	1115p	715p
5--13TH EAST-19TH EAST	525a	20(40)	10(20)	20(40)	30(60)	30(60)	60	1115p	715p
7--9TH EAST	627a	30	26	30	(MON. + FRI. SHOP. NITES HOURLY TO 9 PM)			635p	--
7--4TH EAST-UNION	620a	30	25am 30pm	30	(MON + FRI. SHOP. NITES HOURLY TO 9 PM)			615p	--
8--7TH EAST*	615a	30	18am 12pm	30	60	60	60	1115p	715p
8--11TH EAST*	620a	30	15	30	60	60	--	955p	645p
10-FAIRGROUNDS NORTH 5TH WEST*	540a 620a	40 40	30 30	60 60	120 120	120 120	-- --	937p 1010p	637p 537p
10-POPLAR GROVE SOUTH 8TH WEST*	615a 640a	40 40	30 30	60 60	120 120	90 120	-- --	815p 915p	615p 715p
14-CENTER ST. SOUTH 2ND WEST	642a	--	60	--	--	--	--	542p	--
15-MILL CREEK CANYON	615a	30(60)	20(40)	30(60)	--	--	--	625p	--
15-WASATCH SPRINGS	605a	30	20am 30pm	30	60+	60	--	855p	655p
16-HOLLADAY	735a	90	30	90	--	--	--	615p	--
19-RIVERTON	735a	--	1RTam 1RTpm	Same	--	--	--	615p	--

(Notes: *--Indicates loop line that goes out one route, returning the other at all times. +--on Sunday, indicates Sunday service has one early morning round trip at 7:15am, then hourly service starting about 12:15pm.)

Routes are combined in various manners, depending on the day of the week--e. g., On Sunday Line 4 goes to Line 8--7th EAST then 10--FAIRGROUNDS then 8--11TH EAST then 4 again then 10--POPLAR GROVE. On the next page is reproduced a current system route map.


SALT LAKE
SAFETY
CITY LINES
COURTESY
SERVICE
CITY BUS ROUTES
AUTUMN • 1968
DRAWN BY GMS-68
BECK
WASATCH SPRS.
CENTER
STATE CAPITOL
DUPONT
CATHERINE
GOODWIN
FAIR GROUNDS
NORTH TEMPLE
SOUTH TEMPLE
MAIN
STATE
WEST TEMPLE
RIO GRANDE
CHEYENNE
CONCORD
ARAPAHOE
INDIANA
MEAD
PUEBLO
ILLINOIS
EMERY
CALIFORNIA
INDUSTRIAL ROAD
REDWOOD ROAD
To 144th SOUTH
1855 SO.
21st SO.
UNIVERSITY OF UTAH
FORT DOUGLAS
WOLCOTT
HEMPSTEAD
5th SO.
"THIS IS THE PLACE" MONUMENT
23rd E.
Country Club
DRIVE
STRATFORD
IMPERIAL
3080 SO.
3150 SO.
LOUISE
AUSTIN
ELGIN
33rd SO.
39th SO.
LINCOLN LN.
HIGHLAND
48th SOUTH
62nd SO.
VINE
66th SO.
78th SO.
9th EAST
13th EAST
7th E.
3 EAST
4 EAST
MAIN ST.
1st SO.
SANDY
MIDVALE
WASATCH
MAIN
ALLEN
CENTER
5th AVE.
ALTA
PENROSE DR.
3rd AVE.
E ST.
M ST.
I ST.
G ST.
13th AV.
12th AV.
9th AV.
6th AVE.
2nd W.
3rd W.
4th W.
5th W.
9th
10th
11th
13th
15th
17th
19th
21st
24th SO.
27th SO.
1st SOUTH
2nd SOUTH
3rd SOUTH
4th SOUTH
5th SOUTH
7th SOUTH
9th SOUTH
2nd WEST
EAST
N

EQUIPMENT REPORT

Late September brought two interesting developments in the city coach field. First, GM Coach announced that it is testing a futuristic city-type bus that has interior appointments like a jet airliner, a gas turbine engine and big, European-type picture windows. And then came the news that Twin Coach was reentering the city transit field.

The prototype GM coach is called the "RTX" (Rapid Transit Experimental) and was unveiled September 18. No production date has been established, and GM officials did not make it very clear whether the RTX will eventually replace the New Look coach lines, or be limited to special city applications, such as the Rapid Busway system which GM is pushing. One design feature will enable the RTX to "kneel" at curbside when picking up passengers, thus lowering the step height by as much as three inches.

Both interior and exterior lighting is unusual, with such features as triple headlights, two-level interior fluorescent lights, light implanted in the hand rails and underseat lights. The vehicle is of "modular" construction, designed in five-foot lengths and while the present prototype is 40 feet long, it could be scaled down to 35, 30 or even 25 feet by taking out five-foot sections.

Highway Products Inc. of Kent, Ohio, successor to Fageol-Twin Coach, announces the "Twin Coach TC-25" 25-28 passenger bus. The coach measures 24 feet in length and is powered by a 383 cu. inch Chrysler V-8 engine. This coach likewise has large, picture like windows. Are standee windows on the way out?

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.

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Rocky Mountain Lines	1974-1975	Bus & Car	SE 05/7558-59	St.Louis-Seattle pool
Denver-Salt Lake-Pacific Stages	8755	Bus & Car	SE 05/?	
Airportransit	415-416	Minibus	MBF-1D/?	
Intercity(Portland)	257	GM Coach	TDH4519/789	1 door, 47 seats
MetroTransit(Seattle)	1820-1821	GM Coach	S8M5303A/?	
Pacific Scenic Lns	106	GM Coach	PD4903/208	non-restr;sealed windows
Aztec Bus Lines	744	GM Coach	PD4107/?	Sealed windows
AssocChrtr Bus Co.	1001	GM Coach	PD4903/?	3 axle;blue/white/gold
Falcon Charter Lns	35	GM Coach	PD4903/191	
Sacto Transit Auth	401-415	GM Coach	T6H4521A/079-093	
ACCTD	626-635	GM Coach	T6H5305/019-028	Addn'l. Info.
	805-809	GM Coach	T6H4521/003-007	" "
USED BUSES				
Vaca Valley Bus Lns	246	GM Coach	PD4104/2559	Ex-WGL 8517
	247-248	GM Coach	TD3609/158,211	Ex-STA 5637, 5622
Gillig Bros.	--	GM Coach	PD-4103/?	Ex-Aerojet Gen. 54825
Sacto Transit Auth II	5509-5510	GM Coach	TD4506/774,789	Ex-Gibson 6501-6502
Solano Bus Co.	17-18	WARD-GMC	SPA-5009/8188,8187	Ex VVBL 17-18
Dashound Charter Lns	--	GM Coach	TDM4509/322-323	Ex-PSS 240-241
Falcon Charter Lns	78	GM Coach	TDM5108/015	Ex-VK Lines 302