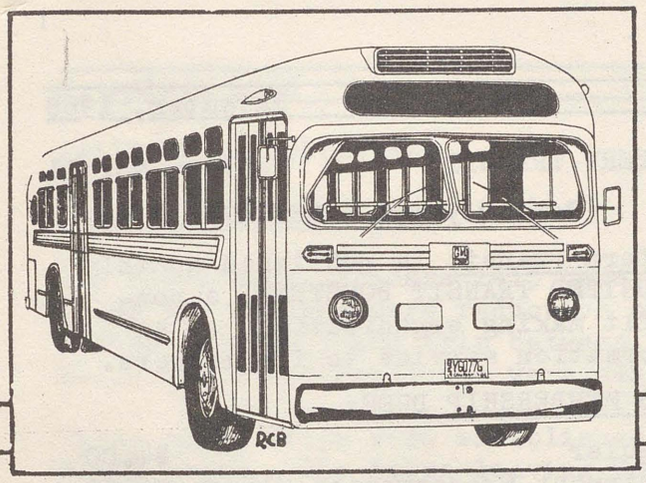


Western Transit

Monthly Publication of The United Transit Boosters
Formerly THE BOOSTER

'Dedicated to Better Transit'

Vol. 6, No. 11 November, 1968 Ten Pages

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: There will be no rapid transit for Los Angeles -- at least for two more years. The rapid transit plan, Proposition A, went down to a resounding defeat in the November 5th general election. With a 60 per cent favorable vote required for passage, the final "yes" vote was just under 45 per cent.

Many reasons can be offered for rapid transit's failure in its first major elective test in the area. Voter resistance to bond issues of any sort had grown to the point that every state, county and local bond issue on the ballot in Los Angeles County in this election failed. Unfavorable publicity received recently by the RTD regarding other matters gave at least a few voters cause for voting against Proposition A, as did some editorial opposition from new media, notably the Los Angeles Times. The high cost of the project and the fact that many localities could not be served directly by it certainly helped scare off many voters who might not have been opposed to rapid transit per se. An inescapable fact, however, is that Los Angeles is not yet ready to buy rapid transit at any cost.

What of the future? This major roadblock does nothing to change the responsibility imposed on the RTD by the legislation that created it. The next elective test cannot come before the 1970 primary, the next countywide election. This year's plan might be resubmitted then, but any major changes or now approach could well be precluded by the lack of funds with which to pay for further engineering efforts.

Whatever factors were responsible for the failure of Proposition A, lack of publicity was not one of them. In addition to community meetings and the production and distribution of explanatory literature, the SCRTD borrowed the BARTD "Rapid Transit Design Car" and brought it to the Southland twice for display at several locations. Bus 5899 was fitted up as a mobile exhibit, its interior stripped and fitted with various rapid transit displays. In addition to the District's own educational program, a Citizens Committee was formed to finance and conduct a major advertising and public relations program. Some excellent radio and TV spots were given broad exposure, along with billboards, carcards and newspaper ads.

As the last segment of the plan placed before the voters November 5, the RTD had adopted a total of 164 feeder bus routes to supplement the rapid transit

CLUB NEWS

MEETING NOTICE

December Regular Meeting:

Date: December 8, 1968
Time: 8:00PM Sunday
Place: 936 South Genessee 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

January Regular Meeting:

Date: January 12, 1969 (time and place as above).

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CALIFORNIA--SCRTD (CONTINUED)

lines. Some 135 local feeder routes, (to be operated as 71 lines) would require a maximum of 827 buses in the PM rush. In addition, 29 express routes, using 75 buses, would provide non-stop service between rapid transit stations and more distance communities. Many of the latter involved yet-to-be-built freeways.

Samuel B. Nelson has been appointed the SCRTD's new general manager, following a review of "more than two dozen" applications. Nelson took office November 11, at an annual salary of $45,000. The 67-year-old Nelson retired in 1967 as general manager and chief engineer of the Los Angeles Department of Water and Power. He then served a year as state director of public works, a position once held by C. M. Gilliss.

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"Busarama" roof advertising signs (like those installed experimentally on 5090 and 6082) should appear soon. Outside carcards now alert the public to "look up." Route sign curtains have been designed for use in the center space on each side. These include line numbers and names for the following lines: 3, 4, 5, 6, 7, 14, 26, 28, 35, 40 (Sports Arena-Coliseum-Hollywood Bowl and Pomona Fair) 41, 42, 44, 57, 58 (Disneyland only), 81, 83, 84, 86, 89, 91, 93, 94, 122, 177 and 178.

CALIFORNIA (CONTINUED)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Folders 1-13 were reissued on October 27 in green and black ink. Among the changes were reduction of one round trip between Portland and St. Helens and one round trip between Portland and Salt Lake City and one between Walla Walla and Pendleton were also dropped.

Three round trips were established on a new LOS ANGELES-ANAHEIM (DISNEYLAND)-SAN DIEGO route. The trips leaving both San Diego and Los Angeles at 9:00AM, 1:00PM and 5:00PM serve Oceanside, San Clemente and Anaheim (Disneyland) en route. An additional express trip (Schedule 5901) was placed into effect departing San Diego at 6:00AM. In Arizona schedules were revised and now provide one less round trip over the GLOBE-SAFFORD route. Also former LOS ANGELES-EL CENTRO schedule 4546 was extended to terminate in Yuma. Schedule 4673 was changed likewise in the reverse direction.

WGL placed into effect on November 4 a 4 per cent increase in California Intrastate intercity and commuter fares and package express rates. The increases are expected to provide about $1,250,000 of the $1,450,000 in increased annual labor costs applicable to WGL's California operations. Another commuter fare hike was placed in effect on September 1.

BLUE AND WHITE BUS CO. OF WATTS INC. (B&WBC)

LOS ANGELES: Public Utilities Commission staff engineers and auditors have recommended the B&WBC be allowed to increase its cash fare from 15 cents to 20 cents, inaugurate a token fare of 3/50¢ and that the firm purchase and place into service at least five new buses by December 31, 1969. Such a fare structure would give B&WBC a net income of $52,000 annually. Representatives of the Brotherhood of Railroad Trainmen, bargaining agent for operators and mechanics, stated the company needs additional revenues to cover the $3.10 hourly pay scale, retroactive pay to July 1 and insurance premiums on employes.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: CCMBL raised its basic fare and zone charges from 25 cents and 7 cents to 30 cents and 8 cents effective November 1. Currently there is no token or ticket rate available.

SAN DIEGO AND CORONADO FERRY COMPANY (SD&CFC)

SAN DIEGO: SD&CFC, scheduled to be replaced in mid-1969 by a new suspension bridge between San Diego and Coronado, has raised its passenger fare from 10¢ to 15¢. It is expected that, as a result, fares on SAN DIEGO TRANSIT CORP.'s Line 9--CORONADO will be raised five cents as the fare charge on that route includes the ferry transit charge.

TORRANCE MUNICIPAL BUS LINES (TMBL)

TORRANCE: A new route--SHOPPERS SPECIAL-ORANGE--was instituted on September 3. The line operates from 9:12AM to 4:45PM on an hourly headway Monday through Friday. The line begins at South Bay Shopping Center via Grant, Inglewood Ave., 190th St., Anza Ave., Carson St., Del Amo Service Road, Sepulveda Blvd., Maple, 235th St., terminating in the Hickory Park area at 232nd and Elm Sts. One

CALIFORNIA--TMBL (CONTINUED)

TGH3102 has been assigned to the route. Two TMBL TGH3102 buses have been repainted in a new white and redish/orange paint scheme.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL has raised its basic fare from 20 cents to 25 cents. Five cent zones remain unchanged. On September 15 the WHITTIER BLVD. line had one early morning round trip added operating twenty minutes earlier than the previous first trip of the day.

The BRADSHAWE line had its headway changed Monday through Saturday. Previous Monday-Friday base headway of 30 minutes and peak headway of 20 minutes was changed to 15 minutely throughout the day. The Saturday headway was improved from 30 minutely to 22 minutely. One bus was added to each route. The BEVERLY and GREENWOOD lines have been combined into one route and the SUNRAY ESTATES leg of the old GREENWOOD line and the eastern segment of the BEVERLY line have been combined into the SUNRAY ESTATES-EAST BEVERLY line and the eastern terminus was extended from Beverly and Rosemead Blvds. about 2 miles eastward to Beverly and Norwalk Blvds. The extension runs Monday through Saturday.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit has ordered 1 million new tokens and is experimenting with various types of token vending machines. The steps were taken after inauguration of AC's "Ready-Fare" plan depleted the existing stock of tokens, issued first in 1961. Under the "Ready-Fare" plan, drivers no longer carry tokens and passengers buy them at some 400 East Bay business outlets or at district offices.

Experimental token vending machines have been placed in two department stores in downtown Oakland where sales averaged $650 a day and involved the voluntary services of several clerks. Each machine handles 5,000 tokens which are being loaded by ACCTD personnel. The machines take $1 bills. One model is an upright floor type manufactured by Standard Changemakers Inc. of Indianapolis. The other, a counter model, was made by Micromagnetic Industries of Palo Alto.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

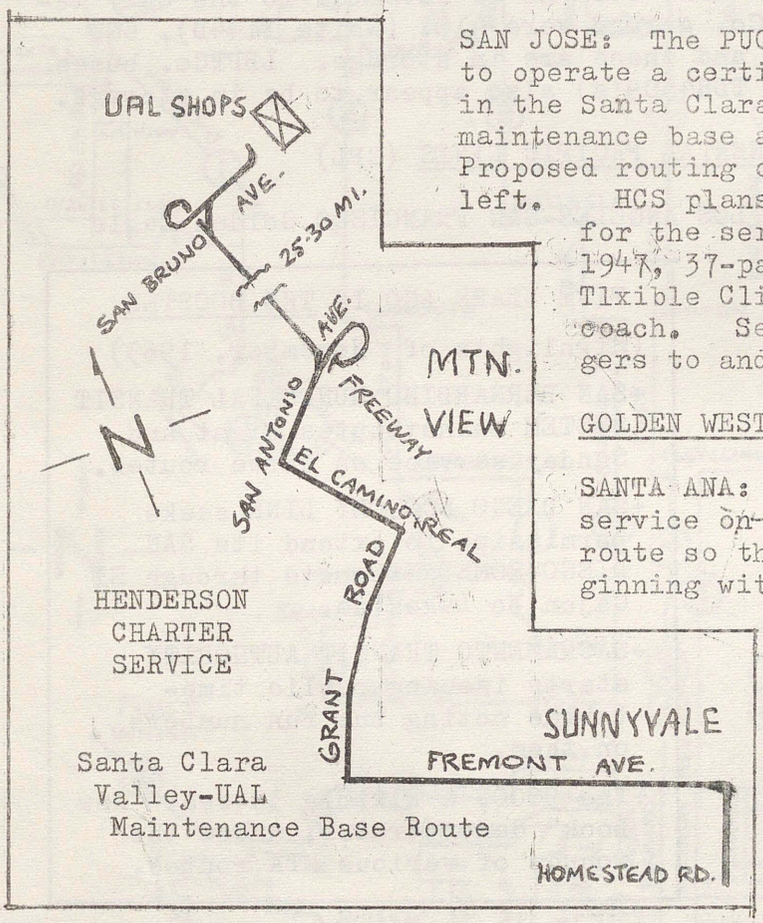
SAN FRANCISCO: Although in its early years of construction, the BARTD project exceeded cost estimates dramatically, the system has been built since mid-1966 for costs about 2 per cent under budget. That was the report issued in October by Project Director William A. Bugge, who noted that the District has been successful in combating inflationary pressures for the past two years. Because the legislature has so far failed to appropriate $144 million in supplementary funding, BARTD suspended the awarding of new contracts in mid-October. However, if the additional funds can be obtained within the next few months, Bugge predicted the system can be completed within the current forecast of total project costs.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA has equipped a bus with an experimental water bumper. New Look coach 320 (a G. M. TDH4519) now sports the water bumper, manufactured by a Sacramento firm. General Manager William D. Bourne set up a test in which the 320 rear-ended a car similarly equipped. After numerous bus-to-car collisions with no damage, Bourne placed his leg between water bumpers and allowed the bus to push the other vehicle. Bourne got wet, but he still has both his legs.

CALIFORNIA (CONTINUED)

HENDERSON CHARTER SERVICE (HCS)



SAN JOSE: The PUC has granted the application of HCS to operate a certificate service route between points in the Santa Clara Valley and the United Air Lines maintenance base at San Francisco International Airport. Proposed routing of the service is shown on the map at left. HCS plans to collect a fare of $5.00 per week for the service. Buses to be used include a 1947, 37-passenger Gillig, a 1948 29-passenger Flxible Clipper and a 1947 37-passenger Aero-coach. Service will be restricted to passengers to and from the UAL maintenance base.

GOLDEN WEST TRANSIT LINES (GWTL)

SANTA ANA: Effective November 4, GWTL changed service on the SANTA ANA-EL TORO MARINE BASE route so that all trips departing Santa Ana, beginning with the 8:00PM trip, operate only with a minimum of five passengers. Return service from El Toro was similarly affected.

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: Schedules have been changed on all SCTC routes showing a decrease in service. Saturday service on the SANTA ANA-BALBOA route was changed from hourly to two hourly. Sunday through Friday schedules remained unchanged. Monday through Saturday service on the SANTA ANA-HUNTINGTON BEACH and SANTA ANA-EL MODENA, formerly four round trips daily, was changed to consist of one morning peak hour round trip and one afternoon peak hour trip on each route.

Schedules on the SANTA ANA-LAGUNA BEACH route were changed to a 150-minute base headway (instead of 75 minutely) over both the Costa Mesa and UC-Irvine routes. Ruch hour service remained 75 minutely. Saturday service was eliminated on the UC-Irvine route. Coach 2073, (GM TDH4509/743, ex SDTS 970) is presently being scrapped for parts.

ANAHEIM JITNEY SYSTEMS (AJS)

ANAHEIM: AJS is now running a new route between the Disneyland Hotel and the Grant Hotel via West St., Katella Ave. and Harbor Blvd. providing connecting service to and from AIRPORT COACH SERVICE's ORANGE COUNTY-L. A. AIRPORT route. Service runs half-hourly to 6:00PM during the week and to 9:00PM on Saturday and Sunday. Effective last June 15 Route 2B--EAST ANAHEIM was abandoned. Line 1--KNOTTS BERRY FARM and 2A--WEST ANAHEIM remain as before.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LBPTCo. is presently repainting and reconditioning the three Flxible New Look

CALIFORNIA--LBPTCo. (CONTINUED)

coaches acquired from TERMINAL ISLAND TRANSIT CO. As of November 10 the only remaining former TITCo. buses on the LBPTCo. garage were 410, (White 1144D), 600 (Twin Coach) 700 and 720 (Mack C49DT's) and these are in storage. LBPTCo. buses 3604 (GM TDH3610/291) and 4590-4599 (GM TDH4509's) also appear to be in storage.

CONTINENTAL WESTERN LINES (CWL) - CONTINENTAL PACIFIC LINES (CPL)

LOS ANGELES: Effective December 1, one LOS ANGELES-SAN FRANCISCO Golden Eagle schedule and one LOS ANGELES-SEATTLE Golden Eagle schedule were to be converted to Silver Eagle operation, leaving one Five Star schedule on each route. The Los Angeles-San Francisco schedules leaving each city at 10:00PM will be the trips affected and will operate at the same times as the present Five Star service does. Also, all LOS ANGELES-SEATTLE schedules are to be speeded up, some trips to be 90 minutes faster end to end.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of November, 1963)

+SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM reinstitutes night and Sunday service on three routes.

+SAN DIEGO ECONOMY LINE seeks permission to extend its SAN DIEGO-HOMELAND route through El Cajon to Lakeside.

+SACRAMENTO TRANSIT AUTHORITY starts issuing public timetables noting bus run numbers on them.

+The 9000, a Flxible 38-seat "New Look" demonstrator, makes the rounds of various MTA routes.

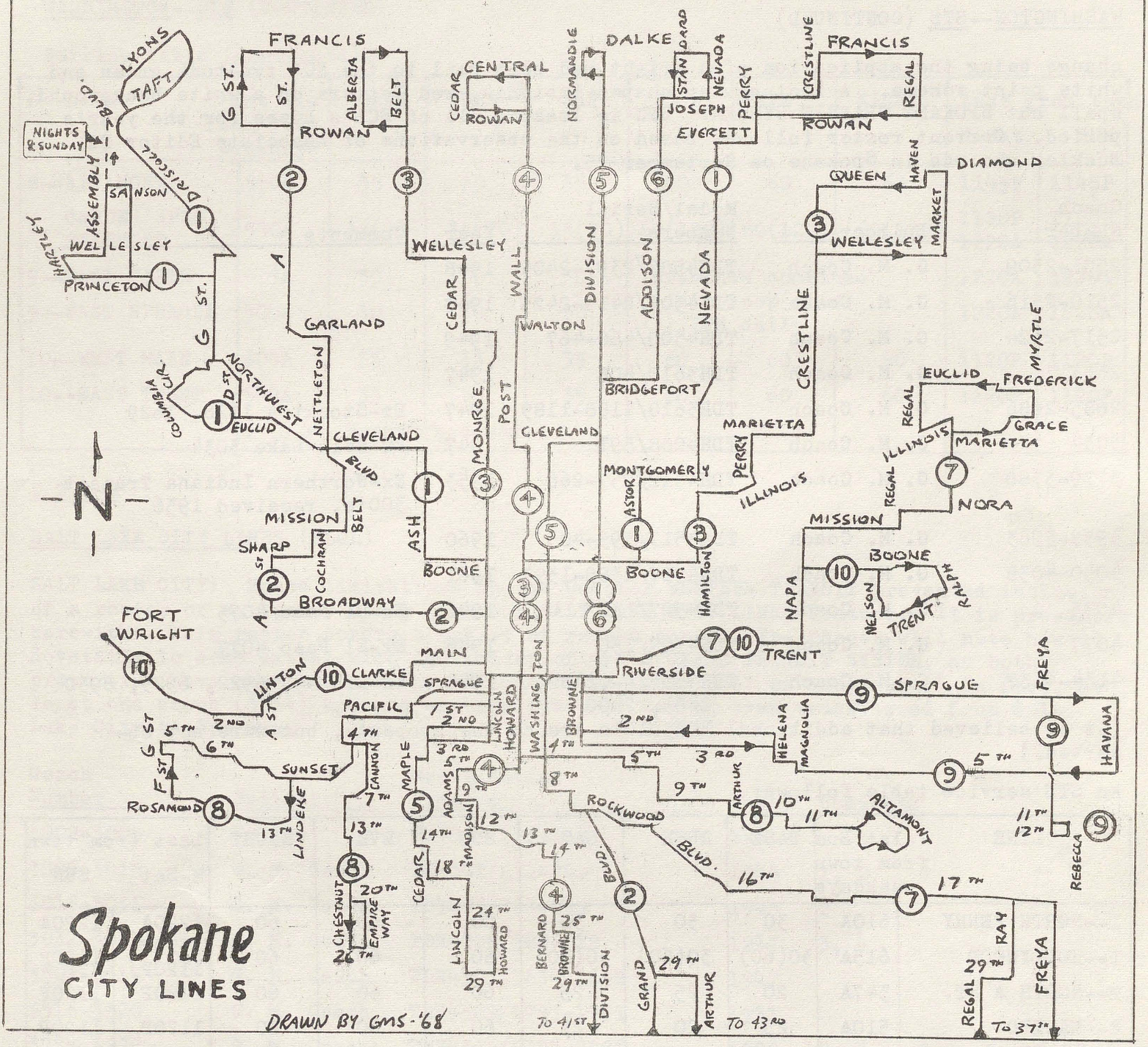
SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: The Public Utilities Commission has denied a request by the SP to eliminate the last passenger trains between LOS ANGELES-SAN FRANCISCO via the San Joaquin Valley, and the connecting trains to Sacramento. Espee wanted to discontinue trains 51 and 52, the SAN JOAQUIN DAYLIGHT, and 53 and 54, the connecting trains to Sacramento, alleging high operational losses and lack of passengers. "Despite Southern Pacific's failure to provide modern and attractive service and its negative and indifferent attitude on passenger service generally, there is still substantial patronage of the Sacramento and San Joaquin Daylights," the PUC said.

MEXICO CITY TROLLEY COACH ROSTER (Courtesy Texas ERA Short Circuit Bulletin)

Numbers	Builder	From	Numbers	Builder	From
3185-3193	Pull.-Std.	Birmingham	3514-3539	Mar.-Her.	Dallas
3195-3211	"	"	3540-3589	Mar.-Her.	Milwaukee
3213-3225	"	"	3590-3619	"	"
3227-3238	"	"		(Not all in service)	
3241-3247	"	"	3643-3666	Mar.-Her.	Denver
3300-3399	Brill	Montreal	3668-3708	"	"
3400-3428	Brill	Dallas	3717-3724	Mar.-Her.	Cleveland
3429-3466	Brill	Shreveport	3725-3774	"	"
3467-3480	Brill	St. Joseph	3775-3779	Mar.-Her.	Shreport
			3800-3832	St.Louis	New Orleans

(Does not include recent purchase of ex-LOS ANGELES METROPOLITAN TRANSIT AUTHORITY trolley coaches, now being readied for service.)



WASHINGTON

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: Transit service in Spokane continues under city auspices after a strike earlier this year against SPOKANE CITY LINES, a subsidiary of NATIONAL CITY LINES. The city leased SCL for a period of one year ending May 31, 1969. The leasing and subsequent pay raise for all employes ended on June 11 a strike that began on January 16. The new operation goes under the name of SPOKANE TRANSIT SYSTEM, but is being managed by SCL.

Routes and schedules have remained quite similar to SCL operations, the only outward

WASHINGTON--STS (CONTINUED)

change being the application of a bright red belt rail to the NCL two-tone green and white paint scheme. A rectangular shaped insignia, red letters on a white background, spell out SPOKANE TRANSIT SYSTEM. STS is leasing all of SCL's buses for the year's period. Current roster follows, based on the observations of Associate Editor Ed Buckley who was in Spokane on September 25.

Coach Number	Builder	Model/Serial Numbers	Year	Comments
2501-2509	G. M. Coach	TDH4507/2397-2405	1948	
2510-2516 -	G. M. Coach	TDH4507/2419-2425	1948	
2517-2524	G. M. Coach	TDH4509/460-467	1949	
2653	G. M. Coach	TDH3610/408	1947	
2685-2686	G. M. Coach	TDH3610/1188-1189	1947	Ex-Stockton 1628, 1629
3034	G. M. Coach	TDH4008/591	1947	Ex-Salt Lake 3034
3779-3788	G. M. Coach	TDH4512/257-266	1953	Ex-Northern Indiana Transit 300's, received 1956
3959-3963	G. M. Coach	TDH4517/399-403	1960	
4050-4059	G. M. Coach	TDH4517/1388-1397	1961	
4075	G. M. Coach	TDH4507/137	1946	Ex-El Paso 4075
4077	G. M. Coach	TDH4507/150	1946	Ex-El Paso 4077
4134-4137	G. M. Coach	TDH4507/--,2482, 2483, 2490	1948	Ex-RTD --, 6922, 6923, 6930

(It is believed that additional TDH3610's are on the property, but were not observed.)

An STS service table follows:

LINE	1st Bus from town weekdays	BASE	RUSH	SAT	SUN	EVE	NIGHT	Last from town M-Sat	Last from town SUN
1--NORTH PERRY	610A	30	30	30	60	60	60	1220A	1220A
1--HOLLYWOOD	615A	30(60)	30(60)	30(60)	60	60	60	510P / 1120P	1120P
2--NORTH A ST.	547A	20	25	25	60	60	60	1120P	1120P
2--MANITO	510A	25	20	25	60	60	60	1120P	1120P
3--NORTH MONROE	600A	30	20	30	60	60	60	1120P	1120P
3--HILLYARD	520A	30	20	30	60	60	60	1120P	1120P
4--NORTH WALL	600A	30	30	30	60	60	60	1120P	1120P
4--CABLE ADD.	530A	30	30	30	60	60	60	1120P	1120P
5--NORTH DIVISION	625A	30	30	30	60	EVENING & SUNDAY COMB. WITH LINE 6		1220A	1220A
5--CANNON HILL	550A	30	30	30	60	60	60	1120P	1120P
6--STANDARD	545A	30	30	30	60	SEE 5-NO. DIVISION		610P	--
7--MINNEHAHA	620A	35	35	35	60	60	60	1220A	1220A
7--LINCOLN PARK	525A	35(70)	35	35(70)	60(120)	60	60	1220A	1220A

WASHINGTON--STS (CONTINUED)

Service table (continued):

LINE	1st Bus from town weekdays	BASE	RUSH	SAT	SUN	EVE	NIGHT	Last from town M-Sat	Last from town SUN
8--ALTAMONT	550A	35	35	35	60	60	60	1145P	1145P
8--GARDEN SPRS. STAFFORD	550A	35(70)	35(70)	35(70)	60(120)	60(120)	60(120)	1120P 1220A	1120P 1220A
9--EAST FIFTH	515A	30	30	30	Branches combined into loop after 7PM daily			1220A	1220A
9--EAST SPRAGUE	500A	30	30	30				1220A	1220A
10--WEST MAIN	600A	35	35	35	60	60	60	1120P	1120P
10--EAST TRENT	540A	35	35	35	60	60	60	1120P	1120P
	( ) -- Branch headway.								

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: Space limitations in the October WESTERN TRANSIT prevented inclusion of a roster of equipment along with our SALT LAKE CITY LINES feature. It is presented herewith. This roster covers a number of recent years. The reader will note how it dovetails to some extent with the roster of the SPOKANE TRANSIT SYSTEM, as both properties have been part of the NATIONAL CITY LINES pool of equipment. In fact, at least one coach (3034) appears on both rosters, having been transferred from Salt Lake City to Spokane.

Coach Number	Builder	Model/Serial Numbers	Year	Comments
3002-3005	Yellow	TG4007/131-134	1944	
3006-3015	G. M. Coach	TG4007/271-280	1945	1, 2
3016-3031	G. M. Coach	TD4007/224-239	1945	2
3032-3061	G. M. Coach	TDH4008/589-618	1947	3, 4
3501-3515	G. M. Coach	TDH4507/1634-1648	1947	
3516-3520	G. M. Coach	TDH4509/1787-1791	1951	
3774-3778	G. M. Coach	TDH4509/2222-2226	1952	Ex-Nor. Ind.,Rec'd 1956
3789-3793	G. M. Coach	TDH4512/2658-2662	1958	
3794-3798	G. M. Coach	TDH4512/2813-2817	1958	
4035-4039	G. M. Coach	TDH4517/1178-1182	1961	
4040-4049	G. M. Coach	TDH4517/1398-1407	1961	

Notes: 1--3008-3011 sent Spokane City Lines 1965.
2--3012, 3014, 3017, 3020, 3024-3025, 3027-3028, 3030-3031 to El Paso City Lines in 1967 for El Paso-Juarez substitute streetcar operation.
3--3034 to Spokane City Lines in 1967.
4--3058 scrapped in 1967.

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				
Continental Dixie	2793-2794	B & C	SE05/7566-7567	
Continental Central	3785-3790	B & C	SE05/7514-7519	
	3791-3792	B & C	SE05/7525-7526	
Denver-Salt Lake-Pacific Stages	8755-8756	B & C	SE05/7556-7557	Ex-Salt Lake-Chicago Pool
Airportransit	415-416	Minibus		
Calf.-Nevada Golden Tours	501, 504	MCI	MC5A/units 6557, 6561;serials unk	502,503 rept'd4/68
USED BUSES				
Gray Line of LA	5101,5104, 5106,5107	GM Coach	TDH5103/533,539, 546,548	Ex-SCRTD 6402,6408, 6415,6417
Greyhound Lines	0606	GM Coach	PD4501/875	ex-WGL8217;now bge
Antelope Valley Bus	524	GM Coach	PD4104/?	Ex-GLOSF 213 series
So.Coast Transit	2775	GM Coach	PD4104/2805	Ex-WGL 8537
Calif.Sightseeing	124	GM Coach	PD4104/2803	Ex-WGL 8535
Tours	1501-1502	Kass	SE/27838, ?	Ex-CWL4706/Blvd ex-CDL2700 class
Gray Line Scenic Tours of Reno	Y55	GM Coach	TGH3101/267	Ex-City of Commerce 303, addn'l info.
Calif.-Nev.Golden Tours	122	GM Coach	PD4106/1505	Ex-Santa Fe Transp. B118; addn'l info.
Gray Line of Salt Lake City	284,286, 288	GM Coach	PD4106/403,405, 730	Ex TNM&O L614,L616, L624; addn'l info.
San Diego Economy	78	GM Coach	TDH4509/1335	Ex-SATC 997
Vancouver-Seattle Bus Lines Ltd.	--	Flxible	H.Level/10351	Ex-ABL 6433
Arrow Charter Lines	B150	GM Coach	PD4104/?	Ex-SF Transp B150
North Las Vegas Bus Line	N134	GM Coach	TGH3102/563	Ex-VTC N134
LBPTC	RTL1168	Leyland/MCW dbl deck; top 30 seats,bottom 26		Ex-London Transport
Canyon Transp Co. (Helena, Mont.)	147	GM Coach	PD4104/963	Ex-WGL 7117
Butte Bus Lines	609	GM Coach	TDH4512/2832	Addn'l Info.
	612-613	GM Coach	TDH4512/--,1678	Ex-SMMBL --,4526
Gray Line of Seattle	2358	GM Coach	PD4104/?	Ex-WGL 71/72
Metro Transit Corp. (Seattle)	2343-2348 2353-2354 2468 2486-2488 2498-2499	GM Coach	PD4104/?	Ex-WGL 71/72
DISPOSITIONS				
San Diego Transit	861-871 873-878 880	GM Coach	TDH4512/007-017, 019-024, 026	To operator in New York State