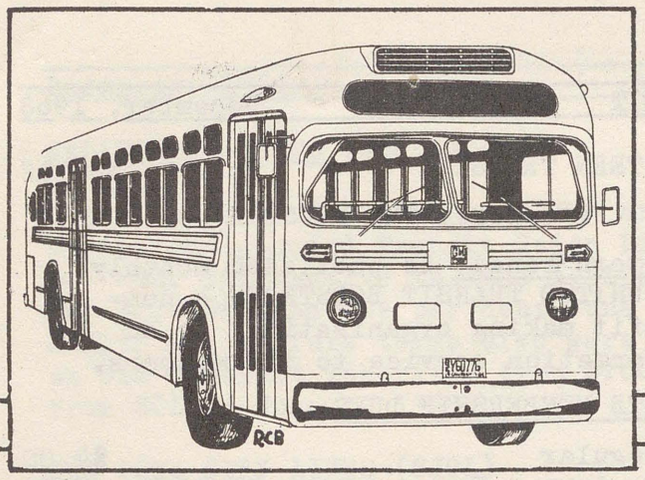


Western Transit

Monthly Publication of The United Transit Boosters
Formerly THE BOOSTER

'Dedicated to Better Transit'

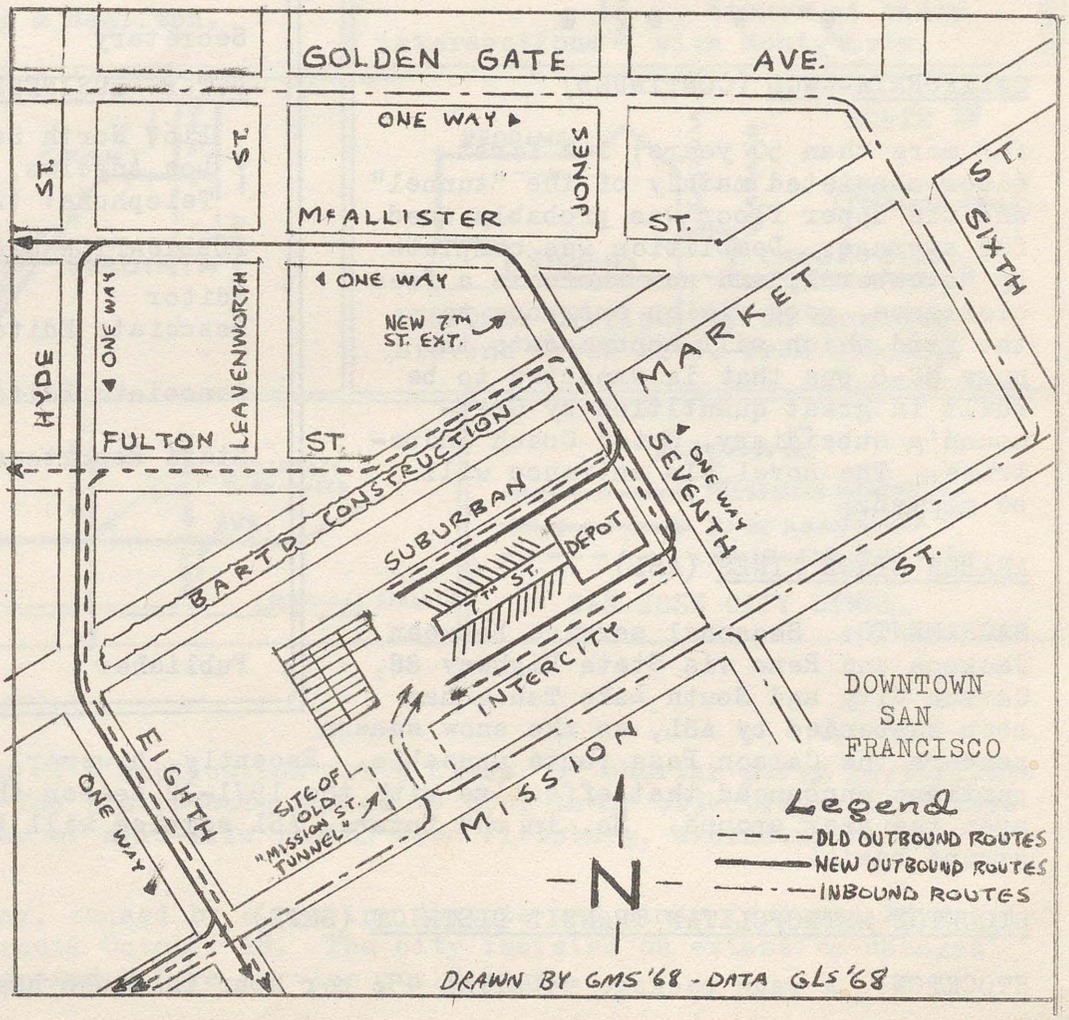
Vol. 6, No. 12 December, 1968 Ten Pages

C A L I F O R N I A

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: The Central and Western Divisions of Greyhound Lines, Inc. (the bus operating arm of The Greyhound Corp.) will be merged effective January 1. The new and expanded division will be known as WESTERN GREYHOUND LINES, and will be headed by former WGL President Frank Nageotte; former CGL president Donald J. Ritchey becomes VP of the new WGL division.

Two operational changes out of the WGL San Francisco Depot -- probably the first since Seventh Street was made one-way -- occurred in October. The first change was coincident with the opening of the "7th St. Extension" between Market and McAllister and the closing of Market St. between 7th and Fulton to all traffic except SAN FRANCISCO MUNICIPAL RAILWAY vehicles because of BARTD subway construction. Map at right indicates the old and new routings.



The second change involved the demolition of the "Mission St. Tunnel," which wasn't actually a tunnel at all, but a roadway through a building which led to the rear of the San Francisco Greyhound Depot. The building is reported to have stood there

Club News

MEETING NOTICE

January Regular Meeting:

Date: January 12, 1969
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

February Regular Meeting:

Date: February 9, 1969 (time and place as above).

⊕ ⊕ ⊕ ⊕

CALIFORNIA--WGL (CONTINUED)

for more than 50 years; its first floor consisted mainly of the "tunnel" and its upper floor was probably used for storage. Demolition was complete by November 1, and now there is a free-clearance, good vision entrance to the yard which will accommodate the huge MC-6 bus that is expected to be built in great quantities by Greyhound's subsidiary, Motor Coach Industries. The novel old entrance will be missed.

AMADOR STAGE LINES (ASL)

SACRAMENTO: Seasonal service between Jackson and Reno via State Highway 88, Carson City and South Lake Tahoe has been suspended by ASL, as the snow season renders the Carson Pass route unusable. Recently, however, the state highway department announced that effective with the 1971-72 season the route will be kept open the year around. So, in the future, ASL service will be maintained on a year-around basis.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: A wage package totaling 45¢ per hour increase has been won by drivers

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(Formerly THE BOOSTER)

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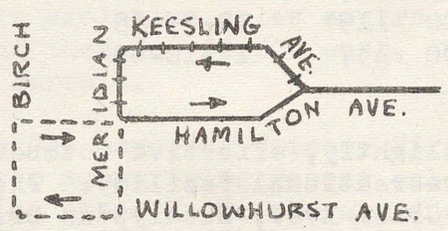
CALIFORNIA--SMTD (CONTINUED)

and shopmen of SMTD thanks to an arbitration board award. The employes, represented by the Amalgamated Transit Union Division 276, were awarded a wage increase of 5¢ per hour retroactive to June 1, 1967 to May 31, 1968; 20¢ per hour June 1, 1968 to May 31, 1969 and 20¢ per hour June 1, 1969 to May 31, 1970. Vacation, holiday and health and welfare terms also were improved. The District had been operating under an old contract inherited from STOCKTON CITY LINES; the SMTD took over operations from SCL on June 1, 1965.

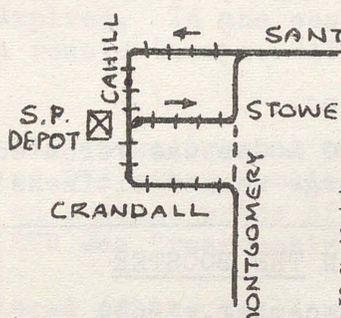
SAN JOSE CITY LINES (SJCL)

SAN JOSE: SJCL has requested PUC approval for rerouting five of its seven routes. All changes involve minor reroutings, and are requested for either operating convenience or because of the closing of streets. Changes are as follows:

ROUTE 2



PURPOSE: To eliminate a difficult left turn at Keesling & Hamilton.



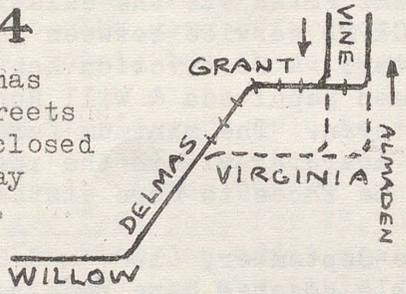
ROUTE 3

PURPOSE: To eliminate left turns at Crandall and Stower at their intersections with Montgomery.

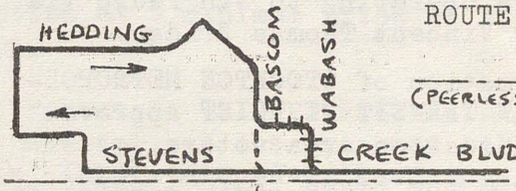
DRAWN BY GMS '68 - DATA G/S '68

ROUTE 4

PURPOSE: Delmas and Grant streets permanently closed due to freeway construction.

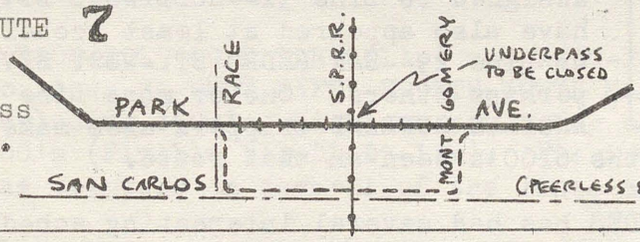


ROUTE 5



PURPOSE: Difficulty in entering Stevens Creek Blvd. from Wabash.

ROUTE 7



Underpass closed.

Legend

PRESENTLY OPERATING, NO CHANGES

TO BE ABANDONED

PROPOSED ROUTING

SAN JOSE CITY LINES.

PETTAS TRANSPORTATION (PT)

PITTSBURG: A hearing on PT's application for a Class "B" charter party certificate was held in Pittsburg. The protestants agreed to drop their objections if PT were limited to a pick-up area of a 10-mile radius from Pittsburg, excluding Walnut Creek and Concord.

After several days' delay, caused by a routing dispute and other factors, PT started operation of its local route October 28. The city insisted on extensive changes from the route first proposed before service could begin.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A long list of new lines, extensions and service improvements announced over the past few months are all now in effect, and are summarized herewith:

Line	Eff. Date	Division	Equipment	Line	Eff. Date	Division	Equipment
151	9-9-68	6	4200	136	10-14-68	9	4000
65*	9-15-68	10	6600	46*	11-3-68	2	2100
89*	9-15-68	7	5300	116*	10-21-68	12	4000
176	9-15-68	2	2300/5900	132	10-21-68	12	4000
87	9-15-68	10	6600	88*	11-3-68	8	6000
39*	10-7-68	10	5100	31*	10-27-68	10/18	5100
131	10-7-68	8	2900	101*	10-20-68	4	2100
90*	10-20-68	8	2900	114*	11-4-68	12	2400
133	10-7-68	9	4000	117*	11-4-68	9	4000
134	10-14-68	9	4000	119*	10-27-68	18	5100
135	10-14-68	9	4000	137	11-10-68	12	4000

(*) Existing line.

Line 151--EL SEGUNDO LOCAL was rerouted slightly, effective October 21, to serve Joslyn Center, a large senior citizens' recreational facility. The new route is via Grand Ave., Eucalyptus Dr., Holly Ave. and Main St.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of December, 1963)

+TERMINAL ISLAND TRANSIT CO. begins operating to San Pedro via new Vincent Thomas Bridge.

+Formation of STOCKTON METROPOLITAN TRANSIT DISTRICT approved by Stockton area voters.

+HEMET BUS LINES given permission to serve the Perris-Sun City area.

+LAMTA sells its 41-seat TDM4515 2400-2412 series suburban buses and tests 5700-5734 series Flxible F2D6V-401-1s on several interurban lines.

One problem encountered with the Airport extension of Line 88--SAN FERNANDO VALLEY FREEWAY FLYER was the existing CULVER CITY MUNICIPAL service between Westwood and Westchester. A restriction has been imposed between Sepulveda & Will Rogers and Wilshire & Veteran. The minimum fares for passengers boarding within the restricted area will be those to more distant points.

Since September, 6100- and 6200-series Flxible coaches have been regularly assigned to Line 91--HOLLYWOOD BLVD. They have also appeared at least occasionally on Line 29--SAN PEDRO ST.-WEST SEVENTH and perhaps others. One or more Line 56--LOS ANGELES-SUNLAND trippers also make a trip on Line 50--FLORENCE-SOTO, explaining the 6100's seen on that route.

Line 176--SOUTH CENTRAL-PACIFIC PALISADES has had several interesting schedule changes in its first weeks of operation. Originally, the first morning trip returned to Beverly Hills in Line 76--BEVERLY HILLS-PACIFIC PALISADES service, while all others deadheaded back in the morning and out in the afternoon. Effective September 30, three Line 176 coaches operated in Line 83--WILSHIRE BLVD. service from Santa Monica to Los Angeles in the morning and from Los Angeles to Santa Monica in the afternoon. A fifth morning trip was added in September, originating at Vernon & Broadway at 7:32AM. The 7:00AM trip from Wilmington & 119th was subsequently diverted via the alternate route via the Harbor and Santa Monica freeways. Effective November 11, 5 minutes running time was added for all morning trips between La Cienega & Wilshire and Santa Monica & Canon.

CALIFORNIA--SCRTD (CONTINUED)

Disposals of surplus and obsolete equipment have received an unusual amount of public attention recently. The investigation by the Los Angeles County District Attorney and that undertaken by the RTD's own board was reported previously. The October 23 and 24 issues of the Los Angeles Times contained lengthy reports.

The Times stories linked Dale W. Barratt (former RTD general manager) and Raymond W. Gareau (manager of operations) to the sale of the last 107 trolley coaches and 50 GM TDH5103's, attaching signifigance to prior dealings between Barratt and Curtis L. Lowell, president of Lowell Bearing Co. and a former officer of Interstate Warehousing Services, Inc. (Lowell Bearing and Parts Co. is a major supplier of parts to the industry, NATIONAL CITY LINES being one longtime client. Observers questioned how many major transit system executives could not have been involved with them at some time or another.) Lowell Bearing purchased the trolley coaches for $37,450, then resold them to Mexico City. According to The Times, local equipment broker David M. Carson was negotiating a sale to Mexico City for $250,000 when his exclusive sales contract expired. In the case of the 5103's, Interstate bought them for $2,200 each, then resold them to SALT LAKE CITY LINES --now headed by Barratt.

DeLeuw, Cather & Co. reported October 25 on its investigation of the trolley coach sale. After summarizing recent sales of 933 other trolley coaches in recent years by nine other U. S. operators at an average price of $208.44, DeLeuw, Cather concluded that the price received by RTD was "reasonable and proper."

Although a price tag of $250,000 was once placed on the trolley coaches, the RTD has no record of any actual offer for them at that or any other price, except for offers by local scrappers of less than half of that paid by Lowell. Back in 1963, all 109 coaches were offered a public auction at a minimum price of $1,500 each ($165,000) total, but there were no bidders.

At the time the 5103's were sold to Interstate, Barratt's UNION STREET RAILWAY was negotiating to take over the Salt Lake City system, but the transaction had not been completed. After buying the 50 coaches, Interstate advertised them for sale in Passenger Transport for $3,500 each. Whatever price Salt Lake City actually paid for them, an additional 153 surplus GM coaches (largely 5103's) still await sale, and are available directly from SCRTD for, presumably, no more than $2,200 each.

Coaches 2200-2219 (GMC TDH4801's) and 2220-2223 (GMC TDH4512's) have been rostered to lines 8--WEST FIFTY-FOURTH-NORTH MAIN ST. and 18--EAST JEFFERSON-COLISEUM replacing 6500's which are now being used on Line 100--CENTURY BLVD. along with 4200's (Flxible 111-DD-D5-1's). Previously the 2200's were being used primarily as trippers on several of the lines based at Division 5.

The following coaches have been repainted in the District's livery of Chrome Yellow, Saddle Tan and White since our last listing: 2398, 5063, 5066, 5068, 5075, 5408, 5417, 5806, 5822, 5827, 5880, 5887, 5893, 5894, 5899, 5948, 5975, 5976, 5981.

THE TOWN TOUR (TTT)

ANAHEIM: A new sightseeing company in Orange County, TTT operates two new Minibuses with wraparound seats in the Anaheim-Disneyland area. The one-door buses, which bear no fleet numbers, have six forward-facing seats.

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
International Limousine Co.	8-28-68	New carrier requesting certificate to operate between points, towns in So.Cal. to Gardena clubs.
Corbett Transit Line	9-5-68	Proposing to transfer rights, equipment from W. L. Corbett to Darrell Bauchman dba O U Transit Lines; price $17,500; includes two GM TDH3714, one Marmon.
Airport Service Inc.	9-5-68	Authorized extend service to Seal Beach and Orange County Airport.
Antelope Valley Bus	9-5-68	Seeks to extend service between Lancaster and Whittaker Corp., Saugus; Lancaster-Edwards AFB.
Franciscan Lines	9-5-68	Requests certificate to conduct a sightseeing service in and around San Francisco.
See Santa Barbara	9-16-68	Proposing to transfer sightseeing operations of SSB to A & A Tours Inc.
Laguna Transit	9-17-68	Authorized to transfer certificate and assets from P. L. Reiner to I. D. Sumner et al.
East Los Angeles Community Improvement	9-18-68	Seeks certificate between East Los Angeles and South El Monte and Flair Industrial Park, El Monte
Las Vegas-Tonopah-Reno Stage Line	9-19-68	Seeks certificate to operate between Incline Village, Nev. to South Lake Tahoe Calif.
Henderson Charter Service	10-1-68	Seeks authority to run passenger service between Santa Clara Valley and UAL Maintenance Base, San Francisco International Airport.
Eureka-Redding Stages, Inc.	10-1-68	Request to change name to Redwood Empire Lines dismissed at request of applicant.
GLOSF	10-1-68	Authorized to extend sightseeing service to Marine World, San Mateo County.
San Jose City Lines	10-7-68	Seeks to eliminate token rates, up school fares.
Blythe-Calexico Shortline Stages	10-8-68	Operating authority revoked.
Ventura County Transportation Co.	10-8-68	Approval of agreement for VCTCo. owner Richardson to sell to Airportransit Inc. (Ventura-LA Airport)
Greyhound Lines Inc.	10-10-68	Requests approval for changes in Urban Route 17, Stockton, preparing for opening of new terminal.
Northgate Transit	10-10-68	Granted authority to extend service to Serramonte Shopping Center, Daly City.
Capitol Transportation Co. Inc.	10-15-68	Proposing to transfer certificate between Sacramento and Sacramento Airport to Union Taxi Corp.
Yellow Investment Co.	10-15-68	Proposing to transfer certificate tetween Sacramento and Sacramento Airport to Union Taxi Corp.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
Greyhound Lines Inc.	10-18-68	Proposing changes in Route Group 1 which would eliminate points of Kobe, Dunnigan, Shasta Co.
Watts-Compton Improvement Assn.	10-21-68	Requests certificate between South-Central Los Angeles and T-R-W Systems plants, Redondo Beach and El Segundo.
Hi-Way Tours	10-22-68	Granted certificate to serve Marine World in sightseeing service from San Francisco.
Santa Clara Valley Transit	10-22-68	Denied certificate to operate as class B charter party carrier.
Brighton	10-22-68	Granted class B certificate for charter service, Santa Maria.
ICC MATTERS		
Transcontinental Bus System, Inc.	9-13-68	Seeking to reroute certain service near and between Modesto and Tracy, Calif.

* * * * * * * * * * * * * * * * * *

N E V A D A

PIONEER BUS LINES (PBL)

RENO: PBL recently requested the Nevada Publis Service Commission to approve changes in schedules on four routes. Service at half-hour intervals will continue on all routes between 6:15AM and 10:00PM or midnight, depending on the line.

Specific changes involve the following:

Route 3--SOUTH VIRGINIA-GENTRY WAY-NEIL RD. Last trip to leave at 12:15AM instead of 12:10; elimination of 9:45PM trip, providing hourly service after 9:15PM

Route 4--PLUMAS-SOUTH ARLINGTON-WESTFIELD. Elimination of morning trips leaving downtown at 9:45 and 10:45AM and night trips leaving at 7:15, 8:15 and 10:15PM and 12:10AM.

Route 5--EAST 2nd ST.-KIETZKE LANE-SOUTH WELLS-WASHOE & VETERANS HOSPITAL-PARK LANE. Addition of one trip to leave downtown at 10:15PM; elimination of schedules departing at 9:15 and 10:15AM and 7:45, 8:45, 9:45, 10:45 and 11:45PM.

Route 7--UNIVERSITY-ELLENDALE-LAKE PARK-WEST 7th ST. Elimination of the 10:15 and 11:15AM and 12:15, 8:15 and 9:15PM trips; the present 6:20PM trip would be rescheduled to 6:15PM.

Included in the plan is the movement of the downtown terminal from the Virginia St. Bridge (1st & Virginia) to 2nd & Virginia -- purported to be a more convenient boarding point for the majority of riders. Some 25 to 30 trips per day will still be operated on each route Monday through Saturday, even after the schedule changes.

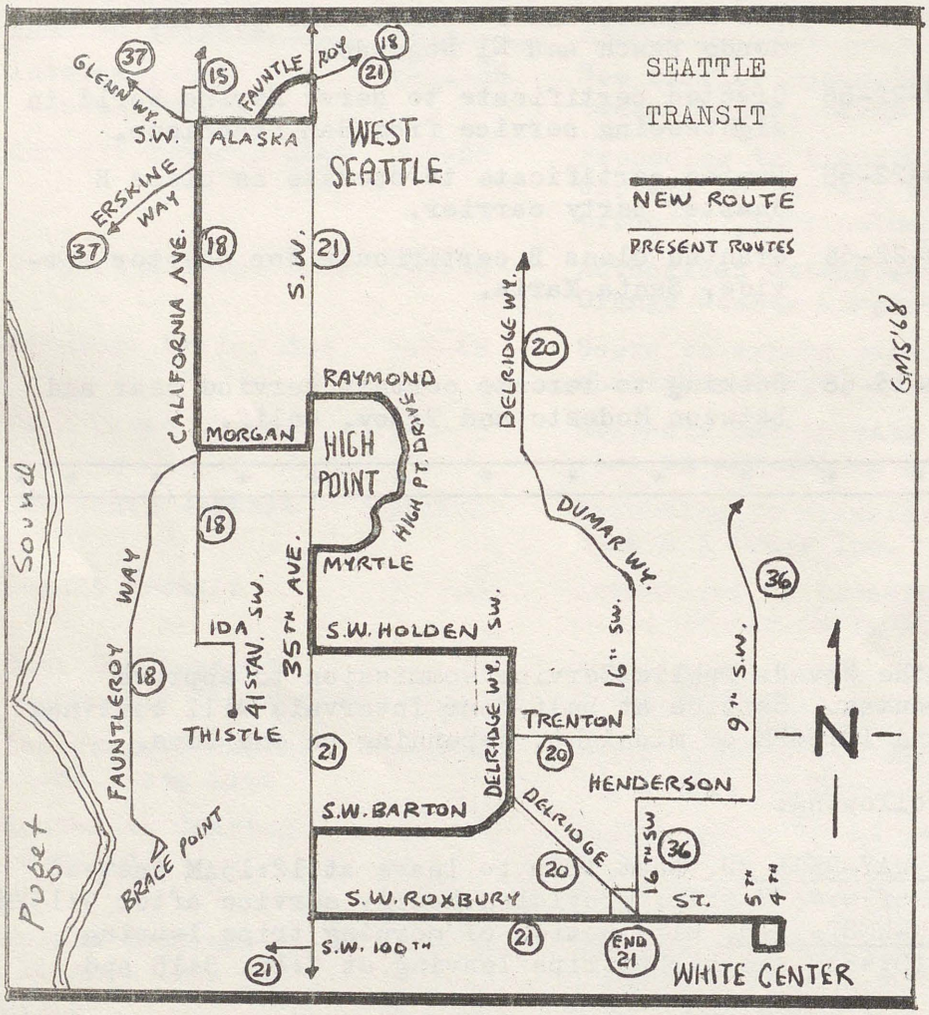
NORTH LAS VEGAS BUS LINE (NLVBL)

LAS VEGAS: A new operation, NORTH LAS VEGAS BUS LINE, has been established in the city of North Las Vegas to operate from the City Hall via Lake Mead Blvd. to a large trailer park near the city limit. Headway is half-hourly, Monday-Friday.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS inaugurated a new route, the HIGH POINT-WEST SEATTLE line, for a five-week trial on September 30. The service was ordered after High Point community residents complained that poor service on existing lines made it difficult for them to get to work, to church and to commercial areas. The new route, which links High Point, White Center, Westwood Village, West Seattle General Hospital and the West Seattle business district, operates from 6:30AM to 1:00AM every day.



Seattle Transit has begun repainting its 205 large diesel coaches into a new basically red paint scheme. The first to be painted are the newest -- the 100 53-passenger Flxibles. Paint shop crews started with the highest-numbered coach in the series (#600) and are working backward in reverse numerical order. As of early November, about 25 coaches had been repainted. The old livery was a pale green below the belt rail, grey above. The new red scheme (which looks very much like Denver's) also features a grey roof. The new livery will be applied to the 70 new large New Look coaches now on order, but apparently not to the trolley coaches or the Twin Coaches.

BREMERTON-CHARLESTON TRANSIT CO. (BCTCo.)

BREMERTON: Early morning service to Bangor Naval Ammunition Depot and the Keyport Torpedo Station from downtown Bremerton and return late afternoon service was recently instituted by BCTCo. The BANGOR bus leaves 1st St. downtown at 6:20AM via Pacific Ave., 11th St. and Kitap Way. The KEYPORT bus leaves 1st St. downtown at 6:30AM and follows the same route, except that it branches at Silverdale for Keyport. Buses start their return trips at the close of the work shift.

BCTCo. operated its usual service to the Kitsap County Fair between August 21 and 25 this year, as it had for the past several years.

WASHINGTON (CONTINUED)

OKANOGAN VALLEY BUS LINES (OVBL)

SPOKANE: OVBL has assumed operation of the SPOKANE-KETTLE FALLS-TRAIL, B. C. route and the WENATCHEE-OSOYOOS, B. C. route, both formerly operated by WESTERN GREYHOUND LINES. Schedules will remain the same as before, one daily round trip and one ExSH trip Spokane-Kettle Falls on the Trail, B. C. route and two round trips on the Wenatchee route (TB 1/67).

O R E G O N

ROSE CITY TRANSIT CO. (RCTC)

PORTLAND: The president of Rose City Transit, Charles C. Bowen, has warned that rising costs could force the West Coast's largest privately-owned urban transit system into public hands. Bowen's statement came in the face of demands by the firm's unionized drivers (members of Transit Employes Union Local 757) for a wage increase from a top of $3.10 an hour to $3.85 after one year's service. The company offered a 28-cent increase. The union contract expired October 31.

RCTC officials said the firm is having a "good year" with more than 10.1 million passengers carried in the first seven months. But Bowen said if the firm cannot continue to make a profit, "somebody else" will have to take over the system.

A legislative interim committee adopted a report recommending formation of a Tri-County transportation district to take over all of Portland's public transportation systems. Observers see no immediate plans to implement the report, however -- unless a crisis arrives. RCTC has the highest single cash fare on the coast -- 35 cents. Company officials said union demands would cost $1.75 million a year.

T E X A S

CENTRAL GREYHOUND LINES (CGL)

HOUSTON: CGL has inaugurated "Executive Limited Non-Stop Service" between Houston and San Antonio, operating two round trips daily in 3½ hours. Personalized radios, carpeting, coat racks and reserved space are features of this service, leaving each city at 8:00AM and 5:15PM.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: Dallas Transit's 526 bus operators are no longer anonymous to their passengers. Each bus will now carry an I. D. plate displaying the driver's full name, mounted above the driver near the roll sign crank. DTS manager Wilson Driggs said the step was taken to "personalize" the undertaking.

AMARILLO TRANSIT SYSTEM (ATS)

AMARILLO: Since 18 new 19-passenger Flxible buses were introduced this summer, patronage on the city-owned system has increased some 2 to 3 per cent. However, some of the increase may be due to the 40,000 free bus tickets mailed out with city water bills.

TEXAS (CONTINUED)

CITY OF WICHITA FALLS

WICHITA FALLS: The City of Wichita Falls has won a $135,848 DOT grant to make a study to determine if and how it should operate a public transportation system. City officials have been critical of the service provided by WICHITA CITY LINES, particularly in transit for residents of low income areas to places of employment; transportation to and from Sheppard Air Force Base and transportation for school children lacking alternate means. Total cost of the study is estimated at $212,210, with the city providing the balance of the funds.

O K L A H O M A

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COTPA)

OKLAHOMA CITY: COTPA, the new operators of Oklahoma City's transit system, have made the purchase of 20 new buses as one of the first orders of business. A new paint scheme--red and ivory--has been chosen for the 20 new buses and the 50 coaches presently on the roster.

GM Coach was the apparent low bidder for the new 35-passenger buses at $19,728 per unit. Forty additional new buses will be acquired in the next two years. If purchased, the 20 new buses will be the smallest transit vehicles operated in Oklahoma's capital city for many years. OKLAHOMA TRANSPORTATION CO. subsidiary, CITY BUS CO. which operated the transit system for a number of years prior to 1967, standardized on 45-passenger units. New Look coaches had a metallic blue and silver livery, while the TDH4510 and 4512 units were white with a green belt rail.

C O L O R A D O

CONTINENTAL ROCKY MOUNTAIN LINES (CRML)

DENVER: Effective December 15, CRML will reestablish, through March 31, 1969, the DENVER-STAPLETON AIRPORT-ASPEN service on a daily basis for skiers. Starting December 20 will be two round trips from STAPLETON AIRPORT to VAIL, one operated on Friday and Saturday, the other on Saturday and Sunday. DENVER-SALT LAKE-PACIFIC STAGES INC. will inaugurate a route -- STAPLETON-WINTER PARK-HIDEAWAY PARK with two round trips on weekends only between December 20 and April 13.

DENVER TRAMWAY CORP. (DTC)

DENVER: The last of the refurbished GM TDH5105 coaches purchased from DTC by RICHFIELD BUS CO. (Minnesota) departed for Richfield in September; involved in the final movement were buses 114-116. Coaches 117-124 are now the last of more than 200 TDH5105's once operated by DTC.

The city council recently voted down a proposal to allow DTC a certain amount of tax relief. This means that the Tramway must now go to the PUC for a fare increase; it could be in effect as early as next May.

Route 9--YORK ST. recently had its southern terminal cut back to Yale Ave., about one mile north of the former Hampden Ave. terminal. Reason for the change was enlargement of the Baptist Seminary on whose grounds the terminal was located. Yale was the original southern terminal of the line.