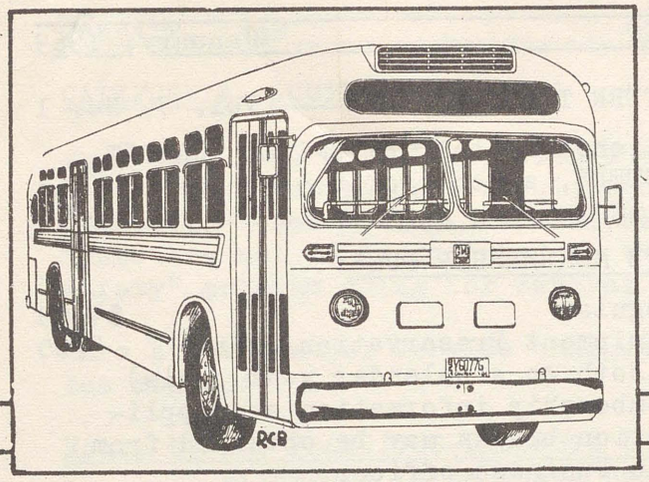


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 1 January, 1969 Sixteen Pages

C A L I F O R N I A

SAN JOSE CITY LINES (SJCL)

SAN JOSE: SJCL has filed a request with the PUC for an increase in fares. Under the proposal, tokens (now selling for 5/95¢) would be eliminated, and school fares (now selling for 20/$2.00) would be increased to 20/$2.50. The company reports a 9.4 per cent drop in revenue in the last eight months as compared to the same period in 1967. A $9,000 operating loss was reported during the latest period cited.

At least four of the five TD3609's that were displaced last year with the arrival of a like number of GMC TDH4519's were sold to SAN MATEO-BURLINGAME TRANSIT.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The last of AC Transit's 1400-class TDH-4008's was removed from service in early October, as bus 1405 arrived at Division 2 (Emeryville) and had its 6-71 diesel engine removed and placed in one of the 1700-class TDH-4507's. The last of five of its type (Nos. 1401-1405), the 1405 will probably be scrapped for parts to keep the 175 almost identical TDH-4507's (coaches 1700-1874) running.

The 1500-series Yellow Coach TD-4001's and 4005 (acquired along with BENNINGER TRANSPORTATION CO. of Richmond) have been disposed of for some time now, and all of the 1200-series TG-3609's (the former 1300's that were converted to diesel with 6-71 engines) are now out of service, although three still remain at Division 3 (Richmond) in operating condition.

Also at Division 3 and out of service is bus 1924--the highest numbered TDH-4509 on the system. The two broken side rear windows were recently replaced, but the bus has not yet entered service. And also assigned to the Richmond Division is the 625, the one and only TDH-5303 with V-8 engine (it was the SFMRy GM demonstrator). It is being used on the "30-series" express lines out of Division 3.

In a recent television commercial filmed for AC Transit, a Volkswagen "bug" was placed on the roof of an ACT bus. This merchandising drama illustrated the traffic frustrations of a compulsive woman driver, and concludes with a view of the VW-carrying ACT bus running down a downtown street with the announcer commenting, "at least we got her to try the bus!"

Starting November 25, a test began to determine the value of having headlights on during daylight hours. For the test period New Look coaches (100-400-600-700 ser-

UTB 1963 CLUB NEWS

MEETING NOTICE

January Regular Meeting:

Date: January 12, 1969
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

February Regular Meeting:

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

⊕ ⊕ ⊕ ⊕

New U. T. B. Member

#74 Brian L. Norden
(Welcome aboard!)

SINGLE COPY PRICE RAISED

Because of increased production costs, it has become necessary to raise the price of single issues of Western Transit from 25¢ to 35¢, effective with this issue. The change was voted at the November meeting of the U. T. B. This increase will not affect membership or subscription rates.

Dues Notice

Effective January 1, all 1969 membership dues became payable. Dues not received by February 15 will render the member inactive. Act now to renew your support . . . dues scheduled listed at the top of the page.

Subscription Notice

Effective now, payment for all 1969 subscriptions is due. All 1968 subscribers will receive this issue; only 1969 subscribers will get February.

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New Name for U. T. B.?

Pros, Cons Invited

Is the name "United Transit Boosters" still appropriate to the organization? Is it professional-sounding enough? Is "professionalism" relevant?

GM Gerry Squire suggested to the November meeting that a name change be considered, perhaps to "Western Transit Association." It was decided to invite comment from the membership at large. Let us know what you think.

CALIFORNIA--ACCTD (CONTINUED)

ies) operating out of Division 3 only will burn headlights during daylight hours. If the test proves successful, the program will be extended to New Look buses at Divisions 2 and 4 also. Presumably, the 1700-1800-1900-2000-2100 series "Old Look" buses are not to be included in this program. Greyhound has had a "Lights On For Safety" program going for several years.

Here are the major service changes which became effective with the December 1 System Signup:

Route T--SAN FRANCISCO-TREASURE ISLAND-OAKLAND, re-routed via San Pablo to Adeline, L/through Yerba Buena passenger station, L/San Pablo, R/Peralta and regular route to Treasure Island.

Route V--SAN FRANCISCO-MONTCLAIR EXPRESS, weekday San Francisco service extended to serve Sequoyah Road, Hansom Dr., Skyline and Brookpark Rd. areas -- three AM and four PM trips. Fare zone established on Skyline Blvd. at Parkridge Dr. (extension of 73rd Ave. zone boundary). Local passengers handled westbound to Moraga and Medau (point of internal fare collection) as well as all eastbound stops.

Route 18--PARK BLVD.-GRAND AVE.-LAKESHORE, Wala Vista & Lakeshore end of line rerouted to overate via Lakeshore Ave. to upper Wala Vista and return via Wala Vista to lower Lakeshore Ave., making one-way, right-hand loop.

Route 59/76--BROADWAY TERRACE/MONTCLAIR, nights and Sunday service consolidated with Route 12--GRAND AVE.-WEST 14TH STREET, providing through service between Montclair, Broadway Terrace, and downtown Oakland.

Route 63--SOUTH SHORE-WEST ALAMEDA-BAY FARM ISLAND, extended to Mecartney & Verdemar, 1/3 mile west of County Road & Mecartney Road, returning via Mecartney Road to Maitland Dr. and regular route.

ACT's Christmas Coach for 1968 was TDH-5301 bus 517. It made its debut on Friday, November 29, on a special Christmas bus schedule with "Santa Claus" on board, traveling all over the East Bay. Between November 30 and December 25, the 517 was operated on most major Trans-Bay and East Bay routes operating out of all three divisions.

AC Transit's 1968 system map was released in October. Besides incorporating the latest routing changes, the colors on the face of the map were changed from yellow and blue (representing land and water respectively) to brown and blue. Cover is a two-tone orange.

AMERICAN BUSLINES, INC. (ABL)

SAN FRANCISCO: Effective December 3, ABL and EDWARDS MOTOR TRANSIT COMPANY, the latest CONTINENTAL TRAILWAYS SYSTEM family member, began a through SAN FRANCISCO-NEW YORK route through northern Pennsylvania using completed sections of U. S. Interstate 80. The existing SAN FRANCISCO-WASHINGTON, D. C. trip became a CLEVELAND-WASHINGTON trip and the new routing via Edwards will afford Westerners direct service to numerous points in northern Pennsylvania.

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

LOS ANGELES: The two carriers discontinued, on December 1, one of the two Golden Eagle schedules on the LOS ANGELES-SEATTLE route and substituted Silver Eagles. CWL did likewise on the LOS ANGELES-SAN FRANCISCO route. All schedules between California and the Pacific Northwest have been speeded up from 30 minutes to 105 minutes, due to completion of additional segments of U. S. Interstate Highway 5.

CALIFORNIA (CONTINUED)

AIRPORT SERVICE, INC. (ASI)

LONG BEACH: Beginning December 16, ASI instituted a new route--LOS ANGELES INTERNATIONAL AIRPORT-LONG BEACH AIRPORT-HUNTINGTON BEACH-ORANGE COUNTY AIRPORT also serving Seal Beach and the Edgewater Inn at Belmont Shores. No passengers can be carried between LA Airport and Orange County Airport, as AIRPORT COACH SERVICE operates between these two points via Disneyland-Santa Ana. Two through trips are run daily in addition to two Long Beach Airport-Orange County Airport trips.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Green Stamps for a bus ride? Yes, indeed, in San Bernardino. SBMTS is now giving S & H Green Stamps with the purchase of the 10-ride adult ticket and passengers are also given a Bus Ride Validation Check, which when honored by a participating merchant, is worth a free ride home.

SANTA CLARA VALLEY TRANSIT (SCVT)

SANTA PAULA: The California PUC has denied a petition for a Class B Charter Party Certificate by Larry D. Butler, dba SANTA CLARA VALLEY TRANSIT, who wanted to operate from the Ventura County city of Santa Paula. (Editor's Note: Why the name SANTA CLARA VALLEY was selected when the applicant would be located 350 miles south of the Santa Clara Valley, in the Santa Paula Valley, remains a mystery.)

There are 74 Class A and B carriers within a 40-mile radius of Santa Paula. Butler amended his application to limit pick ups to Ventura County only, but this did not eliminate protests from carriers serving Ventura County, which include ASSOCIATED CHARTER BUS COMPANY, ARROW COACH LINES, M & M CHARTER LINES, MELNI BUS SERVICE, PACIFIC SCENIC LINES, SANTA BARBARA TRANSIT COMPANY, SANTA MONICA MUNICIPAL BUS LINES, and WESTERN GREYHOUND LINES.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: A California State Appeals Court has upheld the City of San Diego's power to acquire and operate its bus system. It was the first California appelate decision on this point. The original suit was filed in Superior Court in August, 1966 by Frederick J. Ruane, brother of James Ruane, president of GOODALLS CHARTER BUS SERVICE INC. of La Mesa. At issue was Ruane's contention that the city did not have authority to engage in the charter business in competition with private firms.

THE TOWN TOUR SIGHTSEEING (TTTS)

ANAHEIM: This new sightseeing operation has instituted a new route offering better nighttime headways than many systems offer on their regular routes during busy daytime hours. TTTS, using two new Minibuses (WT Equipment Section), operates on a 15-minute headway from 6:00PM until 2:30AM around the Disneyland area stopping at all the hotels. Fare is $1.00 with unlimited stopover privileges.

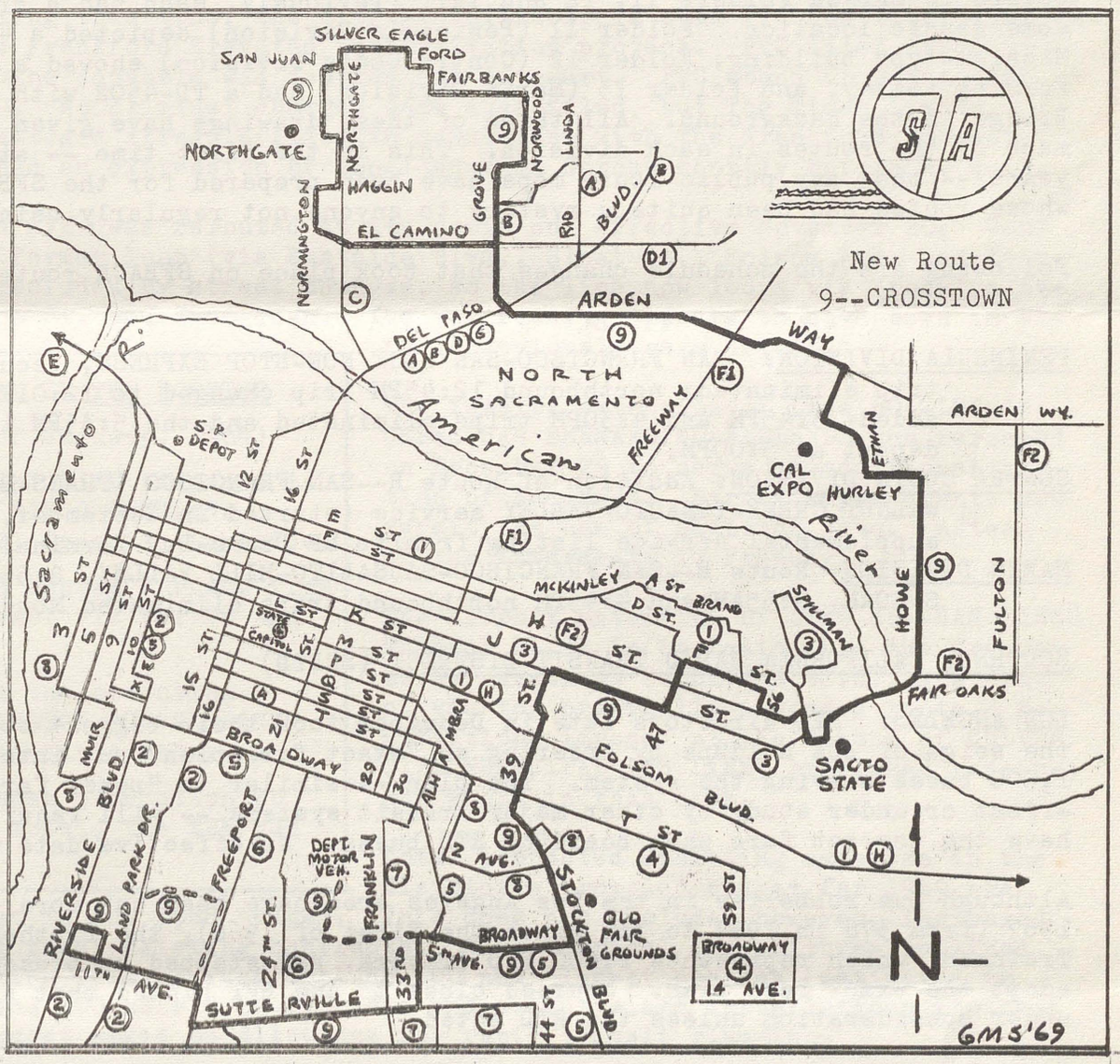
ANAHEIM JITNEY SYSTEMS (AJS)

ANAHEIM: AJS' route between the Disneyland Hotel and the Grant Hotel providing a connection with AIRPORT COACH SERVICE has been extended to serve the new Anaheim Greyhound Depot located near Katella Avenue and the Santa Ana Freeway.

CALIFORNIA (CONTINUED)

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: Billed as Sacramento's first completely new bus line in 30 years, line 9--CROSSTOWN began operations November 18. Five coaches are assigned, operating on a 30-minute headway on a crescent-shaped route running from Northgate/North Sacramento on the north to 11th Ave. and Riverside Blvd. on the south. The route intersects all STA trunk lines, and serves such points as William Land Park, Sacramento City College, Oak Park, the old Fairgrounds, Sacramento State College, Mercy, Sutter and County Hospitals, Arden Fair Center and Strawberry Manor. Part-time branches run to California Junior High School and the Department of Motor Vehicles.



The service was kicked off with large-space newspaper advertising showing a map of the route, and a specially-painted bus in a psychedelic livery designed to render it highly visible in even the heaviest of traffic.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: A four per cent increase in commute and intercity fares in the state of California became effective November 4. Round trip fares are rated at 180 per cent of the one-way fare. There was no change in the minimum fare of 35¢ charged on commute buses in the San Diego, Los Angeles and San Francisco Regions. The higher fares on the SFBACR routes were not collected until November 9.

WGL's new "Transportation Center" in Stockton was opened to the public November 27. The new terminal is located at Washington and Center streets in what used to be "skid row," but now is in the middle of a redevelopment area. Open house was held November 26; the new building's 20,000-plus square feet makes it more than 2½ times the size

CALIFORNIA--WGL (CONTINUED)

of the old depot. Its cost was in excess of $1 million.

WGL Schedule Folders 1-13 were reissued in two-tone green and black ink on October 27 coincident with the change to Standard Time. A major change was made on the covers of SFBACR Folders 11, 12 and 13. Previously, each had a drawing of a bus at some scenic location. Folder 11 (Peninsula Division) depicted a 4104 in front of a Mission-type building; Folder 12 (Contra Costa Division) showed a 4104 in an inland farming valley, and Folder 13 (Marin Division) had a TD-4502 with the Golden Gate Bridge in the background. All three of these drawings have given way to schematic maps of the routes in each division. This is the first time -- at least in recent years -- that any public route maps have been prepared for the SFBACR services, whose routes had been quite a mystery to anyone not regularly using them.

Following are the schedule changes that took place on SFBACR routes with the October 27 schedule:

PENINSULA DIVISION: SAN FRANCISCO-SAN JOSE NON-STOP EXPRESS, southbound 8:30PM trip eliminated; northbound 12:45PM trip changed to 12:01PM, a 1:00PM trip added; 3:45PM and 4:30PM trips eliminated and the 5:35PM trip changed to depart at 5:00PM.

CONTRA COSTA DIVISION: Addition of Route R--SAN FRANCISCO (TRANS-BAY TERMINAL)-WALNUT CREEK-YGNACIO VALLEY service (started in September, see WT9/68) to supplemental service listing from/to SF Trans-Bay Terminal.

MARIN DIVISION: Route E--SAN FRANCISCO-SAUSALITO-MILL VALLEY, 8:55AM southbound, and 8:00AM, 8:55AM and 4:45PM northbound trips eliminated Monday through Friday.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: RTD directors late in December took their biggest step toward ending the seige of bus holdups by ordering an "exact fare plan" put into effect on the 1,500 buses serving the system. The plan -- similar to "ready fare" plans now in effect or under study by other major transit systems -- will require passengers to have the correct fare when boarding RTD buses. No effective date was announced.

Although bus robberies in the Los Angeles area have been cut more than half since 1967 (from 376 in 1967 to 165 since the first of 1968), the Brotherhood of Railroad Trainmen, which represents 2,600 RTD drivers, had stepped up pressure on the RTD to adopt the exact fare plan. Sources close to the BRT hinted that strike action was under consideration unless the RTD acted.

RTD General Manager Samuel B. Nelson recommended that the exact-fare system be adopted, and the directors on December 18 authorized it. Nelson credited installation of two-way radio and silent alarm systems on some RTD buses with cutting robberies 50 per cent, but conceded that further measures were necessary.

Details of the plan to be instituted were still under study. Unlike most major transit systems, RTD has an extremely complicated fare zone system to cope with in any kind of exact-fare system.

George F. Goehler, SCRTD's general superintendent of transportation, was elevated to the post of Manager of Operations on December 18, replacing Raymond W. Gareau, who resigned to take an undisclosed post in the East. Gareau had become the center of a controversy over the details of his hiring by former RTD General Manager Dale W. Barratt, and Gareau's role in a scandal involving the PHILADELPHIA TRANSPORTATION COMPANY. The Los Angeles Times, in one of a series of articles highly critical of

CALIFORNIA--SCRTD (CONTINUED)

SCRTD management, revealed that Gareau failed to fill in his prior employment record on the application form and his references were not checked at the time of his employment by the District. He did have Barratt's personal recommendation. Earlier, Gareau had served the PTC as purchasing manager at a time when Barratt was a PTC director. During this time, the city of Philadelphia sued PTC for $1,815,000 in a dispute over the Frankford Elevated rehabilitation project. PTC filed three countersuits, and the squabble was settled out of court. PTC wound up paying the city a net $51,000. No criminal charges were ever filed, but The Times linked Gareau with some alleged irregularities in connection with the Frankford project. The RTD board passed an expression of confidence in Gareau shortly before he quit.

Line 30--EVERGREEN AVE. was rerouted at its north end effective November 20. Continued use of the former loop (via Eastside Blvd., Sloat St., Folsom Ave. and Evergreen Ave.) was precluded by street changes, so the line now loops via Brooklyn Ave., Forest Ave., Folsom St. and Evergreen. The new routing appears to have been in effect previously as a detour.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of January, 1964)

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

+HEMET BUS LINES begins a route from Riverside to Hemet via Perris and Sun City.

+LAMTA purchases the operating rights of WILMINGTON BUS COMPANY and reroutes its lines in area.

+GM COACH announces production to start on a new model, the TDH/TGH 3501.

The Yucaipa extension of Line 60--LOS ANGELES-SAN BERNARDINO-REDLANDS was rerouted on December 29 to serve an additional portion of Redlands. Street improvements now permit the use of Redlands Blvd. instead of the Interstate 10 Freeway.

The Airport extension of Line 88--SAN DIEGO FREEWAY FLYER is operating via the freeway as far south as Sepulveda Blvd., instead of via the originally-intended route. Restrictions imposed at the demand of CULVER CITY MUNICIPAL BUS LINES precluded passenger stops in this area.

Total projected operating expenses in the District's proposed budget for 1969 are slightly lower than in the 1968 budget. This does not include, however, increased labor costs except under existing contracts. Major capital expenditures outlined from the depreciation reserve fund include 100 new 51-seat coaches (estimated to cost $3,500,000) and 200 more two-way radio and silent alarm installations (to cost $230,000). The budget makes no allowance for rapid transit planning.

For the first time, RTD announced direct service on New Year's Day between the Los Angeles Terminal and the Rose Bowl. The first trip was to leave at 10:30AM, and each passenger was to be guaranteed a seat. A one-way fare of $1.00 was established, with transfers, tokens and monthly passes applying toward the special fare.

"Busarama" roof-top ads are now appearing on RTD buses. In addition to the experimental installations on 5090 and 6082, they have been noted thus far on 5050, 5051, 5052, 5054, 5055, 5056, 5057, 5058, 5059, 5060, 5061, 5062, 5063, 5064, 5067, 5068, 5071, 5091, 5092 and 5095-5099. Starting date was November 26. At first, the illuminated signs appeared with large route designation signs on both blind and door sides, but later installations eliminated this informational feature.

Coaches 5109, 5129 and 5170 have now appeared in yellow and tan, the first of their (TDH-4801) series to be so painted. Most of the 5100's had been repainted shortly before the present livery was adopted.

CALIFORNIA--SCRTD (CONTINUED)

It has been suggested that RTD's buses be converted to burn natural gas. Although proponents of this idea admit that diesel engines are not responsible for the eye irritants in the Los Angeles smog, they contend that this one change would eliminate most of the foul odor. As might be expected, the gas companies are behind this plan.

DeLeuw Cather & Company, engineers, and Lybrand, Ross Bros. & Montgomery, a CPA firm, have reported on most phases of their special investigations of the RTD. Here are summaries of their findings, along with some of the more interesting details. First, from the DeLeuw Cather report:

Concerning the sale of surplus buses, here are the bids received in response to the two recent invitations, along with the equipment offered in each case:

	June 21, 1968	September 17, 1968
OFFERED →	173 TDH-5103's 27 TD- & TDH-3610's 3 TDH-3612's 10 TDH-4507's 213 total	113 TDH-5103's 27 TD- & TDH-3610's 3 TDH-3612's 9 TDH-4507's 1 TDH-4801 153 total
BIDDER		
American International Bus Exchange (Downey)	15 TDH-5103's @ $2,000*	5 TDH-5103's @ $2,000*
Interstate Warehousing Service Inc. (Chicago)	50 TDH-5103's @ $2,200, total bid $110,000	10 TDH-5103's @ $1,500, total bid $15,000
Jarrett's Bus Sales (Harbor City)	$301.53 for each, total $64,255.89	All 153 @ avg. $451.96, total $69,150
Sequoia Stages (San Francisco)	$501 for coach 6952, wrecked	$650 for coach 6517, wrecked
Loren B. Joplin (Pico Rivera)	$1,210 for coach 6955	$1,510 for coach 6955
United Bus Sales (LA)	$100,110 for all 213	--
Hausman Bus Sales (Chicago)	--	All or none for avg. of $675 ea, total $103,275
Elmer C. Walker	--	$1,105 for coach 6657

*Each of the AIBE bids was conditioned on entering into an exclusive brokerage agreement for the sale of the balance of the coaches not sold on these bids.

Previously, the District had sold five 5103's to the American International Bus Exchange on August 28, 1967, for $3,000 each and 12 5103's to Transportes Baja California, Azul y Blanco, Tijuana, Mexico, on October 5, 1967, for $3,000 each.

On July 2, 1968, the RTD staff advised the Board to accept the Interstate, Joplin, and Sequoia bids for 52 coaches and either readvertise or accept Jarrett's bid for the remaining 161. The Board chose to accept the Interstate and Sequoia bids for 51 coaches and readvertise the balance. Meanwhile, David M. Carson, president of AIBE, offered to purchase 10 of the unsold 5103's for $2,200 each, the same price as bid by Interstate. This offer was accepted on July 8.

All of the September 17 bids were rejected. (It is interesting to note that the $110,000 paid by Interstate Warehousing for 50 5103's, which sale was challenged by the Los Angeles Times, was more than any total price bid for all 213 buses.)

CALIFORNIA--SCRTD (CONTINUED)

According to DeLeuw Cather, "in the price offered for used coaches, the location of the buyer is signifigant. For example, it would cost a Midwest dealer approximately $500 to get each coach purchased in Los Angeles to his reconditioning plant. He would then face the added cost of delivery to the eventual buyer. A commission broker does not have any substantial expense until a sale has been consummated under the commission agreement, nor does he have to finance the purchase until ultimate disposal."

In approving acceptance of the Interstate and Sequoia bids, Coverdale & Colpitts had concurred in the opinion that the bid was fair for buses of that age and size, stating:

"Disposing of such a large fleet of buses at one time make it difficult to obtain more than average price for the equipment, even though the majority of buses in question have been well maintained and would have more than the usual appeal to a buyer. The principal problems are as follows:

--"Limited market for large number of used buses of large seating capacity in the domestic market. Most of the larger operations in the U. S. are now publicly owned and are buying new buses and releasing buses of similar size and age in competition with the District. In addition, the federal assistance programs have made it possible for many smaller properties to buy new buses instead of used equipment as in the past.

--"Problems of selling to overseas customers due to import license restrictions and financing make it difficult for customers and/or brokers to respond with a favorable bid, on a particular bid-opening date. There is still a market for such sales but important (sic) restrictions have been tightened in some countries such as Mexico, which formerly bought used equipment."

DeLeuw Cather "recommend that, when surplus buses and equipment are to be sold in the future, . . . notices and invitations to bid also be placed in 'Passenger Transport' . . . this would bring the availability of surplus buses directly to the attention of most operators in the United States and Canada who might be interested. (DeLeuw Cather) concur with Coverdale & Colpitts' recommendation that 60 days notice be given to prospective bidders. With the above comments, (DeLeuw Cather) concur in (Coverdale & Colpitts') opinion that the bids received were fair in view of the large number of buses offered for sale in one lot. Furthermore, all procedures set forth in the Revenue Bond Indenture were followed by the District."

DeLeuw Cather found the PASADENA CITY LINES and INGLEWOOD CITY LINES acquisitions to be consistent with the intent of the legislature in creating the District and the purchase prices proper for the value of the physical assets acquired. The purchase prices were found to have been exceptionally favorable in relation to the annual revenues produced.

Regarding specifications for the purchase of new buses, DeLeuw Cather concluded that "faced with the continuous record of competitive bidding, and the balance of coach manufacturers in the fleet, that competition has been maintained by this Transit Authority (sic) far in excess of that experienced in other locations.

"The selection of the Cummins V-235 engine, coupled with the Spicer hydraulic transmission, was for a specific operating requirement which the District in its judgment deemed advisable, namely high speed operation on the freeways in the Los Angeles area. In the judgment of the Superintendent of Maintenance at that time, there was no other combination that could supply the necessary high speed. In

CALIFORNIA--SCRTD (CONTINUED)

hindsight, the records indicate that substantial difficulties and high maintenance costs were encountered using this power plant and transmission. To the best of our knowledge all of these difficulties have been corrected by the manufacturer under the warranty and, with the exception of the questions raised by excessive oil consumption due to ring wear, the units are performing satisfactorily at this time.

"The general manager, Mr. Dale W. Barratt, when calling for bids for additional equipment in 1967, in view of past experience, recommended that the more proven Detroit Diesel engine and Allison transmission be supplied despite its higher initial cost, basing his recommendation primarily upon anticipated higher maintenance costs which would more than offset initial savings in the purchase price."

DeLeuw Cather quoted a report indicating "that Flxible had delivered 3,208 transit-type coaches, of which 180 were equipped with Cummins engines. All of the latter had been delivered to the SCRTD. During a comparable period, General Motors had delivered 7,446 coaches, all equipped with Detroit Diesel engines."

Lybrand, Ross Bros. & Montgomery found that the RTD's rules and regulations "are soundly conceived and adherance to them should provide adequate protection to the District." The accountants found that, "with minor exceptions," the established procedures and internal controls have been complied with. In the case of the purchase of 200 buses in 1967, the tabulation of vendor bids for submission to the Board was not signed by the purchasing agent. Minor changes in specifications, made after approval of the bid and reducing the amount paid by about $8,200, were not approved by the Board.

In the disposal of surplus autos and trucks, the purchasing agent has sold such equipment at the established minimum price or higher without approval by the Board of the actual bids received. The accountants questioned the need for such double approval and suggested that these requirements be reviewed.

A purchase option was granted to Lowell Bearing for the 107 trolley coaches without prior approval of the option price, or a minimum price less than the option price, by the Board. (This did not affect the ultimate sale, which was approved and subsequently reaffirmed by the Board.) Otherwise, the trolley coach sale, 1968 bus sale, and PASADENA CITY LINES and INGLEWOOD CITY LINES acquisitions were found to have been in accordance with the rules and regulations of the SCRTD.

Thus the RTD was given a clean bill of health by the consultants. The Los Angeles County District Attorney's office, which is investigating RTD management actions in these same matters, may have its own report ready soon.

The following coaches have been repainted in the District's Saddle Tan, Chrome Yellow and White color scheme since our last report: 2399, 5007, 5015, 5067, 5098, 5109, 5129, 5170, 5224, 5407, 5409, 5422, 5507, 5808, 5815, 5816, 5824, 5834, 5844, 5845, 5853, 5854, 5866, 5877, 5883, 5885, 5891, 5897, 5898, 5918, 5933, 5951, 5962, 5967, 5968, 5974, 5987.

BRIGHTON BUS CO. (BBCo.)

SANTA MARIA: BBCo. has been granted a Class B Charter Party Certificate; the request had been protested by WESTERN GREYHOUND LINES and MELNI BUS SERVICE. WGL's protest was based on the fact that WGL serves Santa Maria from its San Luis Obispo equipment point, some 30 miles distant. MELNI proposed to open a Santa Maria branch office. The PUC's approval was based on the judgment that WGL does not adequately

CALIFORNIA--BBCo. (CONTINUED)

serve the area (charterwise) and that although MELNI had planned to open a branch office there, because of the fact that they hadn't, no judgment could be made on the adequacy of the service that might actually be offered.

In granting BBCo.'s certificate, pickup points were limited to the City of Santa Maria and a 25-mile radius, thus preventing BBCo. from competing with WGL in San Luis Obispo.

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: Southern Pacific's first new passenger rail equipment in many years is now in service on SAN FRANCISCO-SAN JOSE commute runs. Fifteen Pullman-Standard double-deck gallery cars were placed into service during November, joining the 31 gallery cars already in service. Total cost of the 15 cars -- which provide seating for more than 2,400 commuters, is in excess of $3 million.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: A conditional grant of $28 million to purchase approximately 125 high speed rapid transit rail cars has been made to BARTD by the U. S. Department of Transportation's Urban Mass Transportation Administration.

The grant is conditioned on assurance that non-Federal funds will be made available for completion of the 75-mile BARTD system and for purchase of the remainder of the total of 250 cars needed for the system. This was the fourth Federal urban mass transportation grant to BARTD and brings total federal aid to $80 million. In addition, the City and County of San Francisco and the City of Berkeley have received capital improvement grants of more than $25 million for their portions of the BARTD system.

VENTURA COUNTY TRANSPORTATION CO. (VCTCo.)

OXNARD: The California PUC has authorized sale of VCTCo.'s Certificate to AIRPORT-RANSIT for $30,000. The company carries passengers and baggage between Los Angeles International Airport and Ventura, Oxnard, Camarillo and Woodland Hills.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

The PUC has ordered a boost in minimum public liability and property damage insurance for charter buses. The increase, from $25,000 to $100,000, is to go into effect on March 1. The commission said the new minimum is needed to provide adequate compensation for damage incurred through an accident involving any passenger stage corporation or charter party carrier of passengers.

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
C. Robbins, et al	10-30-68	Requesting passenger certificate between San Jose and United Air Lines maintenance base, SF airport
R. Morton vs. Charter Sedan, Inc.	11-4-68	Regarding charter party carrier and passenger operations, San Jose
Dachshound Lines	11-8-68	Granted cert. between Walnut Creek/Mare Island.

O R E G O N

ROSE CITY TRANSIT CO. (RCTCo.)

PORTLAND: RCTCo. and the Amalgamated Transit Union have signed a one-year contract providing an immediate 25¢ an hour raise plus 20¢ more on May 1, 1969. The new agreement provides for higher pension payments and six weeks vacation after 30 years of service. The contract-signing on November 3 climaxed three days of no service in Portland, the former agreement having expired on October 31.

A R I Z O N A

TUCSON TRANSIT CORP. (TTC)

TUCSON: TTC has filed application for a contract carrier permit authorizing the transportation of passengers in Tucson and vicinity to Davis-Monthan Air Force Base only. TTC had previously made application to abandon all operations (WT 10/68).

TRANS-COPPER BUS LINES (TCBL)

TUCSON: TCBL has filed for an amended common carrier certificate authorizing the firm to transport employes to the various work shifts at the Pima, Duval and Anaconda mines over the following route: via U. S. Interstate 10, Grant and Alvernon to 29th, thence regular route. Stops would be established at IH-10 and Speedway Blvd., Grant and Oracle Road, Grant and Stone, Grant and Alvernon and 29th and Alvernon. Presently TCBL can only pick up in the downtown Tucson area.

YELLOW CAB OF YUMA, INC. (YCY)

YUMA: This carrier operates one route between the GREYHOUND Depot in Yuma and San Luis at the International Boundary with Mexico, primarily via Arizona Highway 95, using one bus, #1, a GMC TDH4512/079 painted white and yellow divided at the belt rail.

Two round trips leaving Yuma at 9:15AM and 5:10PM and San Luis at 11:15AM and 7:00 PM are operated Monday through Friday. On Saturday and Sunday four round trips are operated leaving Yuma at 9:15AM, 2:10PM, 6:10PM and 10:40PM and leaving San Luis at 11:15AM, 4:00PM, 8:00PM and midnight. One way fare is $1.50 with round trips at $2.25.

N E W M E X I C O

RATON: Charles Unger, dba RATON-TAOS STAGES, has been granted a 60-day temporary permit by the New Mexico State Corporation Commission to operate a bus service between Springer, N. M., and Taos, via Raton, Eagle Nest, Questa and Red River. Those sections of the route between Springer and Raton and Questa to Taos will be operated on a "closed door" basis.

O K L A H O M A

CENTRAL OKLAHOMA TRANSPORTATION & PARKING AUTHORITY (COTPA)

OKLAHOMA CITY: COTPA will soon be testing a 19-passenger Flxette, and a Minibus was recently in operation. The Authority plans to be operating at least five small buses in the downtown area by March. Highway Products' new Twin Coach Model TC-25 also will be tested. COTPA has also placed into regular service five red and ivory GMC TDH-3502's, first of an order for 25.

OKLAHOMA (CONTINUED)

TULSA METROPOLITAN TRANSIT AUTHORITY (TMTA)

TULSA: TMTA has been presented with a two-phase capital expenditures plan calling for purchase of the 45 buses (six TDH-4512's and 39 TDH-4517's) from M K & O TRANSIT LINES, the MK&O garage and accessory equipment and refurbishing the buses. In the second phase, 60 new 45-seat buses would be purchased at $34,000 each.

MK&O, which still operates an extensive inter-city bus system, ceased to be the local Tulsa operator following a July 19, 1968, strike.

K A N S A S

WICHITA METROPOLITAN TRANSIT AUTHORITY (WMTA)

WICHITA: WMTA operated additional day and night service during the 1968 Christmas shopping season. Night service was operated on all lines until 9:20PM, and during the four Saturdays of December a shuttle was operated on a 20-minute headway from 8:00AM to 6:20PM from Lawrence Stadium to downtown, in order to enable motorists to utilize the extensive parking facilities at the stadium.

The Authority also tried "door-to-door" service for bus patrons living along any regular bus line. Operators on the 6:20PM, 7:20PM and 8:20PM outbound trips were instructed to stop in front of a passenger's house upon advance notification. This idea was carried a step further in the case of the 9:20PM outbound (last) trip. In this case, drivers were authorized to deviate a block or so from the regular route if the passenger requested doorstep service, and lived close to the bus line. Exceptions to this idea were necessary in the case of dead-end streets or other inaccessible areas.

TOPEKA TRANSPORTATION CO. (TTC)

TOPEKA: The City of Topeka has received a Department of Transportation supplemental grant of $8,200 to help finance additional equipment for a new garage and office facility for TTC. The grant supplements one of $192,500 made in 1966 made following a tornado which wrecked the transit facility.

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

KANSAS CITY: The Missouri Public Service Commission has given approval for the sale of the physical properties of KANSAS CITY TRANSIT, INC. to the KCATA for a base sale price of $4,850,000. This price has been agreed to by the company and the Authority, which will operate the system both in the states of Missouri and Kansas.

KCATA has asked for a federal grant to cover two-thirds of the purchase price, and the Kansas City, Missouri, city council has been asked to finance city payment of $1,425,000 over a 5-year period toward purchase of the company. The Authority was aiming at at December 31 takeover date.

Kansas City may get rubber-tired rapid transit from downtown to its new airport. The KCATA has received a $121,466 Department of Transportation urban mass transport grant to begin preliminary design work on a bus rapid transit route to the new Kansas City International Airport, located 18 miles north of downtown Kansas City, Missouri. Now under construction, the new airport is expected to open in 1970.

The Authority wants to use the "bus freeway" for local transit service for employes

KANSAS--KCATA (CONTINUED)

at the airport and surrounding industrial and commercial areas, as well as to provide express service to the airport for air passengers. The proposed downtown terminal would be located near Model Cities areas and would give residents of these areas ready access to thousands of new jobs at or near the airport.

T E X A S

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: A new union contract with higher wages, a five-cent increase in fares, and an "exact fare" system have gone into effect on RAPID TRANSIT LINES, the city bus system in Houston.

RTL signed a new two-year contract with the Transit Workers Union in November, providing a 25¢ an hour increase in wages the first year and 20¢ the second year. Base pay for operators was $2.80 an hour. Improvements also were made in several fringe areas. Effective November 15, cash fare went up from 30¢ to 35¢, with tokens at 10/$3. Student fares rose from 10¢ to 15¢ and the downtown shoppers fare from 5¢ to 10¢. Zone fares remained unchanged and transfers still are free. Stanley H. Gates Jr., vice president and general manager, said the higher fares were necessary to offset the higher wages of the drivers.

The "exact fare" plan went into effect November 11, with tokens to be sold at a number of controlled outlets.

BEAUMONT CITY LINES (BCL)

BEAUMONT: BCL also joined the ranks of the "exact fare" cities, starting December 1. J. P. Landry, general superintendent, said passengers will now be required to have the correct change when boarding buses, and for the safety of drivers and passengers, drivers will no longer carry money with them on their runs.

EL PASO CITY LINES (EPCL)

EL PASO: Because bus seats were ripped open, obscene words scratched into walls and seats and parts of the bus destroyed, EL PASO CITY LINES has discontinued all special bus service to three schools. EPCL General Manager E. J. Diaz said the step was taken following unavailaing protests to students, school authorities and police. Regular buses will continue to serve school areas, but Diaz said he doubted the drivers would be anxious to stop to pick up teenage students.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: The results of the 1967-68 fiscal year for DTS spelled out good news for the transit system. General Manager Wilson Driggs reported operating revenues of $9,180,547 and expenses of $7,613,548. It had been estimated that cash receipts would be $11,543,945, but actual cash receipts totaled $12,492,805, with slightly more than $600,000 of this attributable to increased patronage and the fare increase which became effective last February 9.

DTS' experimental Shoppers Special line was discontinued October 31. The downtown service was initiated on a trial bases on September 4 at five-minute intervals, up and down Main Street and Pacific Avenue at a 15¢ fare. But the line lost $900 a week, and Driggs said the system could not afford to absorb the loss. The special line, which required six buses, operated Monday through Friday from 9:00AM to 4:00PM.

M O N T A N A

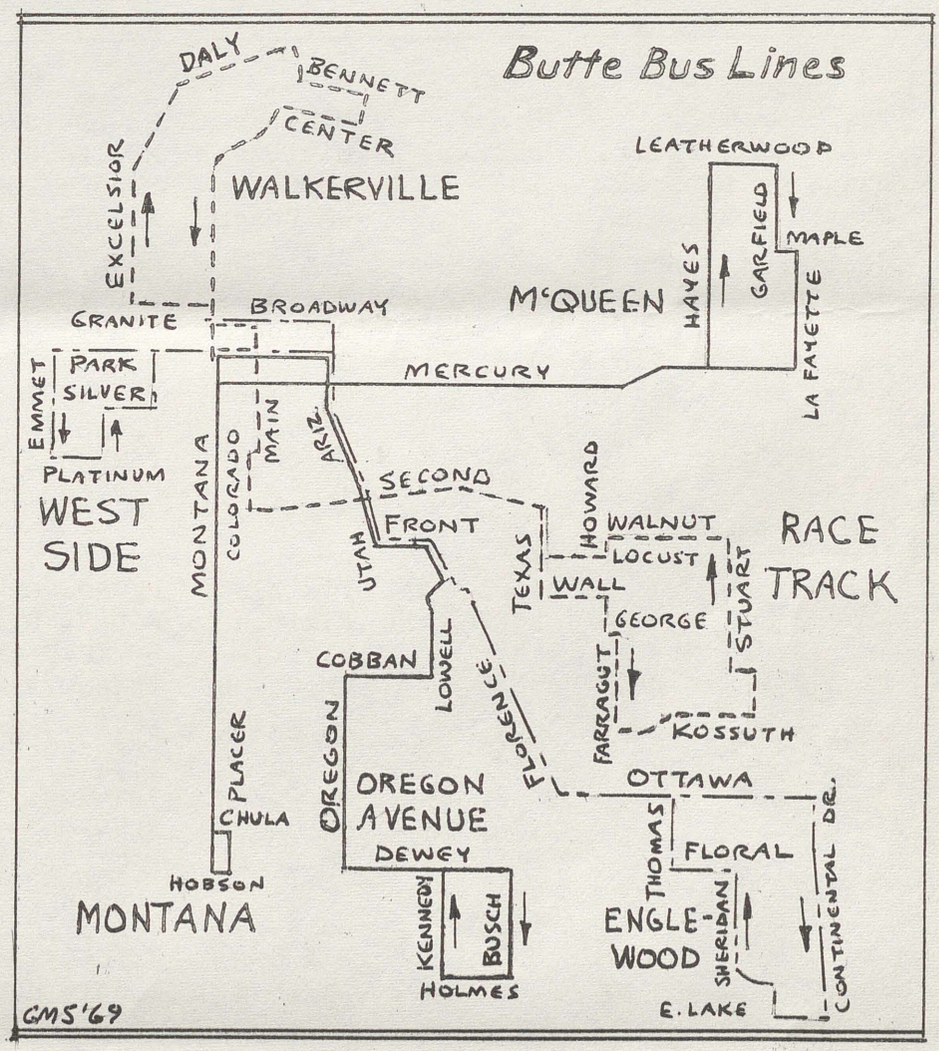
BUTTE BUS LINES (BBL)

BUTTE: Public transit service in this Montana mining city and the adjacent town of Walkerville is provided by the privately-owned BUTTE BUS LINES. Once a NATIONAL CITY LINES property, then owned by WESTERN TRANSIT SYSTEMS, BUTTE CITY LINES applies to abandon operations in June, 1959, and the city was without transit service until 1964 when BBL began operation.

After BBL took over, both the quantity and quality of service steadily improved.

Coaches in the fleet (TB5/68) are half "air ride" and are painted in a grey and dark blue scheme with the grey dipping down in a "V" shape in the front. All buses have Motorola two-way radios and the operators can talk not only to the dispatcher, but also to each other. Fares are 25¢ for adults and 15¢ for children with free transfers. Fare boxes are Johnson Type D hand-crank jobs. Although only six buses are operated in regular service, the system has the appearance of a large city operation.

Following is a service table of BBL's six-day operation:



LINE	First Bus	Base Headway	Rush Headway	Last Bus
WALKERVILLE	648A	30	30	618P
RACE TRACK	715A	30	30	545P
WEST SIDE	723A	30	30	553P
ENGLEWOOD	710A	30	30	640P
MONTANA	750A	60	60	450P
OREGON	710A	30	30	610P
McQUEEN	715A	60	30	545P

No service on Sunday.

WALKERVILLE through-routed with RACE TRACK; WEST SIDE through-routed with ENGLEWOOD; OREGON through-routed with MONTANA and McQUEEN (in turn).

E Q U I P M E N T R E P O R T

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				
The Town Tour	Unnum.	Minibus	MB-LD-TS/415	1 dr; 6 fwd-facing seats
(Anaheim, Calif.)	Unnum.	Minibus	MB-1D-SS/416	1 dr; 18 hiback seats
Pac Scenic Lines	106	GM Coach	PD4903/206	Addn'l info.
Fiesta Coach	53	GM Coach	PD4903/204	Addn'l info.
Continental Bus	1903-1908	B & C	05SE/7572-3; 7576-8; 7584	
Continental Dixie	2795-2798	B & C	05SE/7585-7588	Shreveport-Houston pool
City of Commerce	314	GM Coach	T6H4521/146	
Safeway Lines&Tour	216	GM Coach	PD4107/1199	Safety ftrs; non-rstroom
Aztec Bus Lines	742	GM Coach	PD4903/190	
	744	GM Coach	PD4107/1198	Sealed windows
Wahiawa Transport (Hawaii)	--	GM Coach	T6M5305A/002,012, 024,027,030,068	Aqua/white; push doors; Forward-facing seats
USED BUSES				
LBPTCo.	5301	Flxible	F2C8V-401-1/51271	Ex TITCo. 200
	5302-5303	Flxible	F2D6V-401-1/57898,9	Ex TITCo. 730, 740
Anaheim Jitney	143	Flxible	571KE-F6-1/FX108	Ex Studio Trans(LA) 143
Blue & White BL	5625	GM Coach	TD3609/214	Ex-STA 5625
Douglas Bus Lines	52	GM Coach	PD3751/886	Ex-SCTC 2832
Aztec Bus Lines	38	White	1144-1/405977	Ex-Crown Cch;1 dr,51 sts
	702,704	GM Coach	TDH4509/2142,2292	Ex SDTC 835, 858
	706,708	GM Coach	TDH4509/2146,2286	Ex-SDTC 839, 852
Denver-Colo Sprs-Pueblo Motorway	8114-8116	GM Coach	PD4104/1518,2033, 2042	Ex-ABL 6104,6119,6129
	8801	Kass	GE/27739	Ex-DSLP 8852
	8802	B & C	GE/6503	Ex-DSLP 8851
Calif Sightseeing	1001-1002	Leyland	Double deck	Ex-London RLH28,RLH48
DISPOSITION				
South Coast Transit	2073	GM Coach	TDH4509/743	Scrapped for parts
Continental Western	4104	GM Coach	PD4104/443	To Garrett Bus Sales,LA
Aztec Bus Lines	725	GM Coach	PD4103/?	To Garrett Bus Sales,LA

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W A S H I N G T O N

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: TTS will soon purchase 10 new 51-passenger buses with the aid of a $203,990 grant from the federal government. The money is being made available from Urban Mass Transportation Administration funds. The need for additional buses comes from the closing of two Tacoma public school last September and the fact that 500 students who formerly attended these schools must now be transported to other schools, requiring new schedules and routings. At present the largest modern coaches operated by TTS are 45-passenger "New Look" GMC buses.