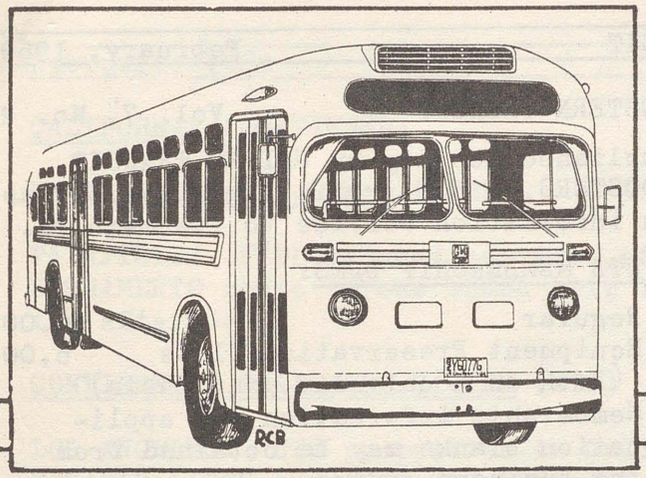


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 2 February, 1969 Fourteen Pages

C A L I F O R N I A

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: SATC recently increased its basic fare from 25¢ to 30¢. There is no token or ticket plan presently in effect and transfers remain free. SATC and SOUTH COAST TRANSIT CORP., the two AMERICAN TRANSIT CORPORATION subsidiaries in California, have moved into a new office and maintenance facility at 1136 East Washington, Santa Ana, replacing the garage formerly used on Fourth Street just east of downtown Santa Ana, as well as the East Santa Ana yard at Fruit and Logan. During a recent visit it was observed that Coach 2481 (TDH-3714/268) appears to be ready to be scrapped for parts for other coaches.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: WGL reissued Folders 1-13 on January 1. Several service reductions were instituted, including one less SEATTLE-BELLINGHAM round trip, one less UKIAH-SAN FRANCISCO round trip, one less LOS ANGELES-SANTA PAULA-VENTURA round trip, one less LOS ANGELES-SAN FRANCISCO COAST ROUTE round trip as well as one less LOS ANGELES-SAN FRANCISCO VALLEY ROUTE schedule.

In addition, one LOS ANGELES-SACRAMENTO round trip was dropped and one Los Angeles-Sacramento schedule was cut back to Fresno. Two LOS ANGELES-SANTA BARBARA schedules were cut back, one providing a Los Angeles-Oxnard trip, the other a Los Angeles-Ventura trip. One LOS ANGELES-NEW YORK round trip also was eliminated. Three trips in each direction were instituted on a new LOS ANGELES-LONG BEACH-OCEANSIDE-SAN DIEGO EXPRESS route using State Highway 22 (Garden Grove Freeway) between Long Beach and a point south of Santa Ana.

In Arizona, the PHOENIX-TUCSON V.I.P. SERVICE (4 round trips daily) was completely dropped, replaced by two regular non-stop round trips. It is unknown whether coaches 7906-7907 (the PD-4107's used in this service) will be repainted in the standard WGL paint scheme or used on special charter movements in the Southwest.

WGL has filed an application with the Public Utilities Commission for a 10 per cent increase in mainline passenger fares and an increase in package express rates. This is in addition to the 4 per cent increase granted last November.

WGL opened its new terminal in Stockton November 27; the opening was preceded by a celebration with city and county officials invited by Greyhound President Frank Nageotte. On display at the new "Transportation Center" (not to be called a depot!) were WGL buses 7936 (a GM PD-4107) and 8708 (an MCI MC5-A). Nageotte noted that the

Club News

MEETING NOTICE

March Regular Meeting:

Date: March 9, 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 Fairbax Avenue
Transportation: SCRTD lines 4 & 89

April Regular Meeting:

Date: April 13, 1969 (time and place as above).

CALIFORNIA--WGL (CONTINUED)

Center has been designed for use by helicopters which Greyhound hopes to operate in future to make connections with supersonic jetliners, when the latter are operational.

The honor of having the worst "big" Greyhound terminal is unquestionably held by San Francisco, which is possibly the depot with the most Greyhound activity in the entire system. Greyhound recognizes the need for a new SF terminal but has not yet acted because of the uncertainty of the SF Bay Area commute local routes. The opening of the BAY AREA RAPID TRANSIT DISTRICT system, possibly as early as 1971 or 2, will put an entirely new situation into play with many commuter bus operations likely to be curtailed or eliminated. Because of the huge investment required for any new San Francisco bus terminal, Greyhound is being cautious in its planning.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Route D--RANCHO BERNARDO-PENASQUITOS VILLAGE, inaugurated in September (WT 10/68) was discontinued December 24 due to extremely light patronage. Coaches 209 and 215 (both GMC TDH-5301's) were painted in a red and white candy cane design for the Christmas season. Additional buses that have been repainted into SDTC's new blue and white livery include 203-204, 207-208, 210-212, 214 and 216-220. All are likewise GMC TDH-5301 New Look coaches.

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CALIFORNIA (CONTINUED)

VACA VALLEY BUS LINES (VVBL)

FAIRFIELD: VVBL reduced service, effective November 11, on its FAIRFIELD-RIO VISTA-SACRAMENTO route to one round trip leaving Fairfield in the morning and Sacramento in the afternoon.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: CTS properties in California, CONTINENTAL WESTERN LINES, CONTINENTAL PACIFIC LINES and AMERICAN BUSLINES, INC., upped passenger fares and package express rates by 4 per cent on January 27. WESTERN GREYHOUND LINES raised its fares in a similar manner last November.

On January 1, CWL local schedules on the LOS ANGELES-SAN FRANCISCO route were retimed to speed up overall running time between the pair of cities, by about 40 minutes due to completion of additional segments of U. S. Interstate Highway 5. Buses on ABL's LOS ANGELES-LAS VEGAS-SALT LAKE CITY route are now stopping at the Hacienda Hotel on The Strip in addition to the Las Vegas depot.

CTS adopted a new five-digit numbering system for all of its buses effective January 1. The first two digits denote the operating company owning the bus, the third digit indicates the type of bus and the last two digits are the bus number. (Editor's Note: This is the first numbering system for buses to use five digits that we are aware of. Many companies, though, have used a letter prefixing three or four digits. In fact, Trailways companies have done this in years past. More details of the re-numbering will be presented in the near future.)

ASSOCIATED CHARTER BUS COMPANY (ACBC)

VAN NUYS: ACB has purchased the buses and related properties of CHARTER BUS TRANSPORTATION SYSTEM (aka GOLDEN BEAR) and ORANGE COUNTY BUS SYSTEM and moved both companies from the former Alameda Street location to a new lot at Vernon and Santa Fe avenues just west of SCRTD's Vernon Yard. With this purchase, ACB is believed to be the largest charter operator in the Southern California area.

WEST BAY RAPID TRANSIT AUTHORITY (WBRTA)

SAN MATEO: A three-phase comprehensive mass transit plan for San Mateo County and the lower San Francisco Peninsula has been proposed by WBRTA. The first phase of the proposed system would be an extensive county-wide feeder and express bus network linking the coastside and Bayside of San Mateo County. The second phase -- with a target date of 1975 -- would be a rail extension of the BAY AREA RAPID TRANSIT DISTRICT system from Daly City to San Francisco International Airport.

The last phase contemplates some form of rapid transit running the length of the county south from the airport, to be completed by 1990. Cost of the total project is estimated at $350 million, of which the bus network would require $20 million and the airport link $100 million. The master plan will be voted upon in the June election, with voter approval of actual expenditure of the funds to be sought later.

AIRPORT COACH SERVICE (ACS)

ANAHEIM: Effective December 16 ACS inaugurated a new LONG BEACH MUNICIPAL AIRPORT-DISNEYLAND-ANAHEIM (GRAND HOTEL) route operating six round trips daily.

CALIFORNIA (CONTINUED)

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: San Francisco City Purchaser Frank Conway has been authorized to call for bids on the first 200 buses of SFMRy's new fleet. Conway is working with the non-profit corporation which is funding the $50 million Muni modernization program. It is anticipated that the new coaches will be in service by June.

Ten of the buses will be air conditioned and have longitudinally-mounted engines to see if these features offer operational advantages. The remaining 190 buses will be equipped with standard two-speed fan ventilation and transverse-mounted 8-cylinder engines. All the buses will feature the new water bumper and be painted the new Muni colors of maroon and gold.

Cost of the new fleet will be nearly $7 million, with the buses costing about $34,500 each except for the air-conditioned ten which will cost about $38,000 each. Probable specifications include: 40 feet long, 102 inches wide, V-8 diesel engines and 3-speed automatic transmission (eg., GMC T8H-5305's or Flxible 111-CC-D?'s). General Motors may have the inside track, inasmuch as Flxible in the past has had difficulty in delivering large orders of new buses in less than six months.

Muni's present fleet averages 12 or 13 years old, with the Macks averaging 11 years of age and the Whites 21. The trolley coaches probably average 20 years old. Speculation is that when the new buses do arrive, the last of the Whites will go, as will some of the trolley coaches. Early candidates for trolley coach removal include the Mission St. lines (9-RICHLAND, 12-OCEAN AVE. and 14-MISSION-DALY CITY) since these lines parallel the abuilding BAY AREA RAPID TRANSIT DISTRICT Daly City line. When BARTD is finally operating, there likely will be major changes in Muni routings and operation, including further retrenchments in trolley coach operation and placing the Market Street car lines underground. The SFMRy's Master Plan calls for the purchase of 100 new trolley coaches, however, so TC operations will continue indefinitely on some of the hilly routes. Whether the TC lines that presently use Market Street (5-McALLISTER, 6-MASONIC, 7-HAIGHT and 21-HAYES) will be routed to terminate at Market St. subway stations, or be routed via Mission Street, still isn't known. The 8-MARKET-CASTRO line which presently gives local service on Market St. probably will be converted from TC to diesel bus and utilize the proposed Market Mall. Streetcars will give express service underground.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: BARTD has received a Federal DOT grant of $28 million for purchase of 125 high speed rapid transit cars. This is half the fleet that will be required to begin service, and the federal funds must be matched with local funds. BARTD also is requesting from DOT an additional $5 million to construct and test a prototype rapid transit car. The firm that builds the prototype will also construct the first 250 BARTD cars.

CULVER CITY MUNICIPAL TRANSIT SYSTEM (CCMTS)

CULVER CITY: CCMTS has received a federal DOT Urban Mass Transportation grant of $137,187 to purchase eight new transit buses and 13 registering fare boxes.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA established another new route in December, the 72-FLORIN CENTER.

CALIFORNIA--STA (CONTINUED)

(Reportedly the reason that the number 72 was selected for the line is that the temperature inside the Florin Shopping Center, which is completely enclosed, is kept at 72 degrees.) The route operates between the center, at Florin & Stockton, and connections at the outermost points on lines 5 and 6 via Stockton Blvd. Coaches 5649, 5650 and 5653 (TDH-3610's) are used on the route. This is the second new line which STA has recently started. On November 18 the 9--CROSSTOWN began operation (WT 1/69) serving areas south, east and north of the downtown Sacramento area.

One of the Authority's TDH-4517 coaches has been painted in psychedelic colors and is being used on the Line 30 service to Sacramento State College, to brighten up and call attention to the service.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit has ordered 45 new "New Look" buses for delivery this year (30 in March and 15 in August) and plans to equip its entire fleet with two-way radio. With the new coaches, two-thirds of the ACCTD fleet will be "new look" GM coaches, and the fleet total will be 693 of which 462 will be "New Look."

Announcement of the 1969 equipment program came after approval of a $589,025 grant from DOT, covering half the project cost of $1,178,050 involved in purchase of 30 long, wide coaches and 160 radio units. The 15 coaches slated for August delivery also will be GM 53-passenger models, it is understood.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Line 114--COMPTON-LYNWOOD was rerouted and extended, effective December 29, at its Dominguez Hills College end. Although the change was made in response to complaints over the use of residential streets for the former terminal loop, the new routing serves a broader area. The new route involves a large loop, via 190th St., Central Ave., Del Amo Blvd. and Avalon Blvd.

Considerable attention has been given in recent weeks to the problem of bus service for the Bunker Hill redevelopment area downtown. Ultimately, Grand Ave. should be the principal transit artery, since it bisects the area. For the time being, however, excessive grades preclude bus service along that route. With a three-building residential complex, named "Bunker Hill Towers" due to open for occupancy the last half of January, the Redevelopment Company asked RTD to establish an interim service for the exclusive use of the buildings' residents.

A plan was drawn up for service by one bus, making approximately 30 round trips per day over a one-way loop via 1st, Spring, 7th and Figueroa streets. The bus would operate from approximately 6:40AM to 6:40PM, daily except Sunday. The headway would be 20 minutes in the AM peak and base periods, 25 minutes in the PM peak. The Bunker Hill Redevelopment Co. would contribute $7,000 per year to subsidize the service, in addition to a 15¢ fare for qualified passengers. The Redevelopment Company also wanted the assigned bus specially painted to their specifications. The operation was to have been designated RTD Line 130.

The RTD board vetoed the plan, however, on the ground that such a "closed door" operation would not be in the District's or the public's interest. Subsequently, it was decided that existing Line 44--BEVERLY BLVD.-WEST ADAMS service could meet the immediate needs of the Tower residents, particularly with new stops to be established at 1st and Hope.

CALIFORNIA--SCRTD (CONTINUED)

Tariff adjustments have been made to reduce the fare for some riders in the LaPuente Walnut area transferring between lines 53--LOS ANGELES-EL MONTE-POMONA and 133--WEST COVINA-LA PUENTE. It was found that an extra zone increment was being charged for relatively short trips to and from a shopping complex near the middle of line 133.

Line 151--EL SEGUNDO LOCAL was abandoned December 29, the last service being operated December 27. This service was established September 9 on a three-month trial, subsidized by the City of El Segundo. Passenger revenues were well below the line's operating costs, and the El Segundo city fathers decided December 23 to terminate the subsidy.

The SCRTD board has decided to adopt the "Exact Fare" concept in principle and to implement it as quickly as practicable. The actual change is probably several months away. Study of the new system to be established has been divided into four phases--fare structure (already under study for some months), fare collection equipment (some type of locked box, of course), revenue counting procedure, and security.

Manager of Operations Raymond W. Gareau resigned December 14, effective then. Although Gareau had been under fire from several directions for alleged management irregularities, his resignation was claimed to be entirely spontaneous. George F. Goehler, previously General Superintendent of Transportation, was named to succeed him. Subsequently, however, the titles of Manager of Operations and Chief Engineer were changed to Assistant General Manager for Operations and for Engineering, respectively.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of February, 1964)

+PENINSULA TRANSIT LINES, along with the City of Palo Alto, embarked on new transit program--nine new TGH 3102's, half-hourly service on five revised routes and reduction of basic fare from 30¢ to 25¢

+AC TRANSIT introduced "Downtown Shop-A-Round Pass" and established Line 31--OAKLAND-RICHMOND EXPRESS.

+DALLAS TRANSIT SYSTEM takes over from privately-owned DALLAS TRANSIT CO., says will buy 400 new buses.

+STOCKTON METROPOLITAN TRANSIT DISTRICT surveys STOCKTON CITY LINES and LINCOLN BUS LINES before purchase and integration into one system.

Line 136--PASSONS BLVD. was rerouted at its south end, effective January 8. It was found that Line 136 operators could not see approaching line 55--LOS ANGELES-NEWPORT BEACH-BALBOA or Line 58--LOS ANGELES-SANTA ANA buses from the original layover point, resulting in missed connections. The new loop is via Telegraph Road, Manzanar Ave., Terradell St. and Rosemead Blvd.

DeLeuw, Cather and Lybrand, Ross Bros. & Montgomery submitted the final reports on their special investigations of RTD January 7. These latest reports contained no startling revelations. DeLeuw, Cather found no record of remaining U. S. and Canadian trolley coach operators having been solicited in the sale of overhead hardware and related materials. They noted that some of this material might have been needed by such operators for maintenance purposes.

DeLeuw, Cather's only recommendation for change in the District's parts purchase procedures was that routine item purchases which amount to more than $3,000 per year be purchased on the basis of annual bids, with actual deliveries to be made at one to three-month intervals. Heretofore, the $3,000 limit, above which formal bids

CALIFORNIA--SCRTD (CONTINUED)

are required, has been interpreted as applying to individual purchases. Lybrand, Ross Brs. & Montgomery commented on a list of 52 "selected" 2700 and 2800 series buses (GM TDH-5103's) (of the larger group then for sale) that had been prepared at the request of Interstate Warehousing. According to the CPA's, "it would have been desirable to have given the list of busses to all prospective bidders," even though the information was available to anyone by inspection of the buses or of the maintenance and mileage records.

Regarding the purchase of replacement parts, they found that, generally, adequate procedures and internal controls were being followed but that the "Rules and Regulations" do not cover in adequate detail all of the varied situations encountered. They recommended, therefore, compilation of a purchasing manual, to be incorporated by reference in the "Rules and Regulations."

Lybrand, Ross Bros. & Montgomery also expressed the belief that informal bids should have been obtained in the disposal of the remaining trolley coach overhead parts, even though their estimated scrap value was under the $250 limit for sale without formal bids.

The District has adopted its legislative program for 1969. Although RTD favors reduction of the required vote for passage of an RTD bond issue to 50 per cent, the RTD does not feel that it should take the initiative on this matter. RTD does request action to insure that remaining Tidelands oil funds from the previous grant be available for rapid transit planning. RTD will seek financial aid to meet increasing operating costs and public assumption of the outstanding LAMTA bonds. In order to supplement regular passenger revenues, RTD will seek that charter bus rights be restored, and the right to carry mail and freight.

Most, if not all, of coaches 5050-5099 now sport "Busoramas" and one was seen on bus 6100, indicating that the newest Flxible series may be the next one so equipped. Route signs were displayed on both sides at first, but an "Extracar" ad was substituted on the blind side after a few days.

Line 89--FAIRFAX-FRANKLIN Sunday service was extended to Adams & Washington, effective December 29. This is the first time that Sunday service has been offered south of Pico & Fairfax. The only trips still originating or terminating at Pico & Fairfax are one northbound PM rush hour trip and a few school trips.

Line 127--DISNEYLAND-CATALINA TERMINAL-MARINELAND service was suspended for the winter, effective December 29. This was a seasonal operation when taken over from CROSS TOWN, but had run all year since 1962. Los Angeles-Marineland service is now provided by Line 125--LOS ANGELES-MARINELAND FREEWAY FLYER, removing most of the need for Line 127 except during peak seasons.

The Los Angeles-Santa Ana hourly flyer service by Line 58--LOS ANGELES-SANTA ANA has also been discontinued for the winter. Weekday service was ended September 15, Saturday and Sunday service on December 29. A few weekend Flyer trips are still scheduled between Los Angeles and Disneyland.

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

5057, 5113, 5121, 5807, 5884, 5896, 5917, 5920, 5938, 5941, 5952, 5965, 5995.

CALIFORNIA (CONTINUED)

AZTEC BUS LINES (ABL)

SAN DIEGO: This month's "roster of the month" covers AZTEC BUS LINES, a charter operator which also derives some income from contract school work. The data presented here courtesy WT staffer P. Allen Copeland. In addition to the coaches listed here, Aztec has 19 conventional school buses.

The present Aztec is a combination of the old AZTEC BUS LINES, a school bus and charter operator, and WILLINGHAM BUS LINES, a school bus operator. After Willingham purchased Aztec, all school operations were concentrated under Aztec, and Willingham worked the charters. This was a bit cumbersome, so Aztec became the surviving corporation. All of the IC-41's were formerly owned by the old Aztec. The 727-9 were purchased new by Willingham.

Coach Number	Builder	Model/Serial Numbers	Year	Seat	Comments
20	Gillig	RD450-67/3535	1947	51	Single door. Ex-?
38	White	1144-1/405977	1954	51	Single door. Ex-Crown Coach.*
702	GM Coach	TDH4509/2142	1952	45	Ex-SDTCo. 835
704	GM Coach	TDH4509/2292	1952	45	Ex-SDTCo. 858
706	GM Coach	TDH4509/2146(?)	1952	45	Ex-SDTCo. 839
708	GM Coach	TDH4509/2286(?)	1952	45	Ex-SDTCo. 852
711	White	1144-1/373752	1953	51	Single door, Ex-Sweetwater Union High School Dist. -?
716	ACF Brill	IC-41/1129	1948	41	Ex-SE Greyhound 2225*
717	ACF-Brill	IC-41/1066	1948	41	Ex-SE Greyhound 2172*
718	ACF-Brill	IC-41/1068	1948	41	Ex-SE Greyhound 2174*
719	ACF-Brill	IC-41/1246	1948	41	Ex-Southern Stages 90*
720	ACF-Brill	IC-41/1247	1948	41	Ex-Southern Stages 91*
721	ACF-Brill	IC-41/1293	1948	41	Ex-Southern Stages 92*
722	ACF-Brill	IC-41/1022	1948	41	Ex-Amer. Bus Lines 570; 6755*
723	Crown	?	1956	45	Parlor seats. Single door
724	ACF-Brill	IC-41/1179	1948	41	Ex-Amer. Bus Lines 576; 6810*
725	GM Coach	PDA-4101/233	1951	41	Ex-ABL 5910; 6211. Rebit. with PD-4103 front end after wreck.
726	ACF-Brill	IC-41/1026	1948	41	Ex-ABL 574; 6759*
727	Flxible	2362DD1/10559	1961	41	New
728	Flxible	2362DD1/10574	1962	41	New
729	Flxible	2362DD1/?	1962	41	New
730	Flxible	2363DD1/10659	1963	41	Ex-Willingham 331
731	Flxible	2363DD1/10669	1963	41	Ex-Willingham 332
732	Flxible	2363DD1/10670	1964	41	Ex-Willingham 333
733	Flxible	228-FA1-55-371C /10107	1956	37	Ex-Tanner Gray Line 99
734	GM Coach	PD-4104/3959	1959	39	Ex-Royal Charter Coach 263; ex-Sun Valley Bus Line 263
735	GM Coach	PD-4104/3961	1959	39	Ex-RCC 265; Ex-Sun Valley 265
736	GM Coach	PD-4104/1797	1956	41	Ex-[illegible]NMT
737	GM Coach	PD-4104/860	1954	41	Ex-Eastern Greyhound 4207
738	GM Coach	PD-4104/953	1954	41	Ex-Eastern Greyhound 4192
739	GM Coach	PD-4104/955	1954	41	Ex-Eastern Greyhound 4194
740	GM Coach	PD-4104/1263	1954	41	Ex-Eastern Greyhound 4181

(Roster Continued on Next Page)

CALIFORNIA--ABL (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Year	Seat	Comments
742	GM Coach	PD-4903/190	1968	48	New
744	GM Coach	PD-4107/1198	1968	41	New

* - Off active roster or disposed of.

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
Knight of the West Tours	11-7	Seeking to have passenger certificate between San Luis Obispo and San Simeon revoked. Lack of patronage. Revenues for 1967 were $3,000; for 1968 were $4,000.
T. R. Arnold, et al	11-19	Petition for rehearing denied. Carriers had been operating to and from Mare Island with about 18 buses without a certificate. Ordered a ceasation until Certificate is obtained.
San Diego Economy Line	11-20	Filed petition for rehearing after denial to serve certain areas and remove restrictions in Ysidro area.
		ICC MATTERS
Republic-Colville Stage Line (Wash.)	11-20	Granted certificate between Colville and Republic, with incidental charter rights granted.

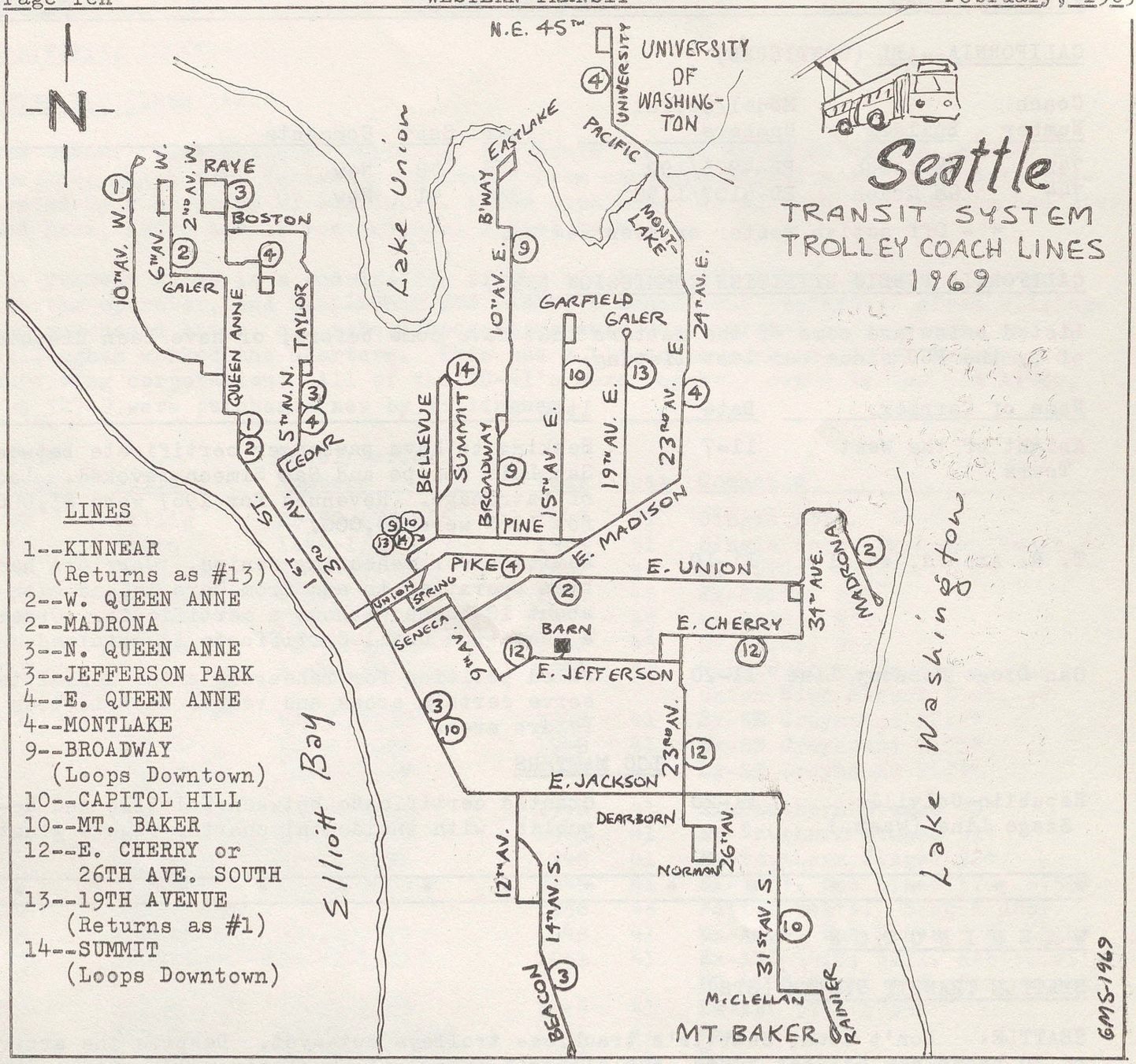
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W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Don't count Seattle's trackless trolleys out--yet. Despite the arrival of 70 brand-new 53-seat buses, the electric buses will probably roll quite a few miles to come. The Seattle City Council voted in January 6-3 to recommend to the Seattle Transit Commission that the STC get enough new parts to keep the electrics rolling indefinitely. The city council wants the trolleys to be maintained "as long as economically feasible."

STS wants to get rid of the approximately 100 TB's still on the roster, serving 11 routes. The TB's--Twins and Pullmans--were introduced in 1939 and 1940 as replacements for Seattle streetcars. Some 305 of them carried on through the years, but just after the Seattle World's Fair of 1962 about two-thirds of the trolleys were eliminated in favor of large diesel buses. The close-in, hilly lines were retained. When STS wanted to get rid of the remaining TB lines, a major controversy was set off, with a majority of the city council and a local group of engineers favoring retention of the electric buses on the grounds that diesel replacements would generate too many exhaust fumes. While the city council's vote isn't a binding mandate upon STS, STS made no immediate move to use the 70 new



WASHINGTON--STS (CONTINUED)

coaches to replace TB lines. Regarding the 70 new GMC T8H-5305 coaches, the first began arriving in late November, and the remainder were in by mid-December. The buses are numbered in the 700 series (probably 700-769) and are painted in the new off-white and red livery.

Interior detail is light brown (flat), black dash, "ceiling-on-the-walls," brown-flected floors and seats with blue cushions and pink backs. Other features include electric headsigns, air-assist push rear doors, and the usual "third generation" features. Field observation found the V-8 engines rather noisy both inside and out of the bus. The 700's are based at Atlantic Station (a station is a "garage" or "division" in STS parlance). To make room for them, GMC TDH-5105 buses 200-229 were moved to North Seattle Station along with three routes. North

WASHINGTON--STS (CONTINUED)

Seattle previously had been an all-Twin Coach station. So far the 700's have been used on routes already using the 500-series Flxible "New Looks."

It is expected that some of the new equipment will be used to inaugurate the long-proposed "Blue Streak" downtown express service to the outskirts. STS has received more than $1 million of a $2.5 DOT grant for this program, but it is possible that STS will need even more money than that and an amended application for funds may be filed.

STS will sell 12.5 acres of its North Seattle Station to Seattle Center for $4,855,000 to make way for the proposed $40 million Seattle Center Stadium. Money for the purchase will come from the $40 million in bond money approved by King County voters last February in the "Forward Thrust" election which also saw STS' rail rapid transit proposal go down to defeat.

The $2 monthly pass for elderly persons will be continued by STS during 1969. The pass permits the user to ride at no extra charge, except for the five-cent zone fee, between 9:30AM and 3:00PM daily and again after 6:30PM weekdays. The pass is good all day on Saturday, Sunday and holidays. Initiated December 1967 on a trial basis, sales ran between 2,000 and 3,000 passes per month.

A new two-year labor contract between STS and 1,100 transit employes was negotiated late in December which would grant operators 39¢ an hour in wage increases with additional cost-of-living adjustments. Various fringe benefit improvements also were incorporated in the agreement.

VANCOUVER (WASH.) CITY LINES (VCL)

VANCOUVER, WASH.: The Vancouver City Council has tentatively set a special election for March 18 on whether or not the city will assume responsibility for the city bus service now being rendered by VANCOUVER CITY LINES CO. VCL previously had planned to stop service December 15 for lack of sufficient revenue, but agreed to continue operations until outcome of the election is known.

O R E G O N

ROSE CITY TRANSIT CO. (RCTC)

PORTLAND: RCTC's proposed fare increase from 35¢ to 40¢ has been vetoed by the Portland City Council, setting off a cloud over the future of privately-owned city transit operation in Portland. The Council accompanied the veto with six months notice of termination of RCTC's city franchise.

A transit company spokesman said the fare increase was necessitated by a recent labor settlement with unionized drivers and employes. The city, however, condemned the company's action, saying it would result in additional loss of patronage and eventually result in mass transit service priced out of reach of the public.

Some civic leaders have pressed for public ownership of the system (RCTC is now the largest privately-owned transit undertaking on the West Coast) and the Oregon Journal, in an editorial, called for formation of a metropolitan authority to operate the transit system, in order to ensure coordinated service not only within the city of Portland but in the surrounding suburban areas.

H A W A I I

CITY OF HONOLULU

HONOLULU: The City Council has passed bills to appropriate $58,000 to set up a nine-man transit division within the traffic department, and $806,000 to provide bus service to areas of the city with no existing service. The transit division is to study proposals for high-speed rapid transit in the Honolulu area.

A R I Z O N A

SULGER BUS LINES (SBL)

TUCSON: SBL has dropped one round trip Monday through Friday leaving two round trips daily between Sierra Vista, Fort Hachucha and Tucson International Airport. One round trip has also been extended into downtown Tucson.

TUCSON TRANSIT CORP. (TTC)

TUCSON: The City Council has entered into negotiations with TTC, a subsidiary of AMERICAN TRANSIT CORP., for a management contract to keep city buses running. TTC had received permission from the Arizona Corporation Commission to cease operation as of January 2. The city hopes to work out a contract to take over the firm's facilities and lease them back to TTC.

C O L O R A D O

DENVER REGIONAL COUNCIL OF GOVERNMENTS

DENVER: DRCG has received a $100,000 grant to undertake a full-scale area transportation study to consider all forms of transportation which the area is likely to need in the future. Both private and mass transport will be scrutinized. The $100,000 came from DOT, and in addition, a further $35,000 will be contributed by HUD and $25,000 each by the DRGC itself and the Colorado State Division of Highways.

K A N S A S

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

KANSAS CITY: More than $4 million in federal funds have been approved by DOT for the KCATA, scheduled to take over operations of the privately-owned KANSAS CITY TRANSIT, INC. on February 1. The money will enable KCATA to take over nine additional privately-owned firms supplying bus transportation in the area and unify the entire network. The Authority also plans immediate purchase of 30 new 45-passenger transit coaches.

Besides KANSAS CITY TRANSIT, KCATA wants to take over the following lines: FINLEY-SHOTWELL, GLADSTONE, PIONEER, SCHNEIDER, BENSKIN, KANSAS CITY-LEAVENWORTH BUS LINES, JEFFERSON TRANSPORTATION CO., ARGENTINE TRANSIT LINES and JOHNSON COUNTY SUBURBAN LINES. KCATA will then provide service to seven counties in Missouri and Kansas.

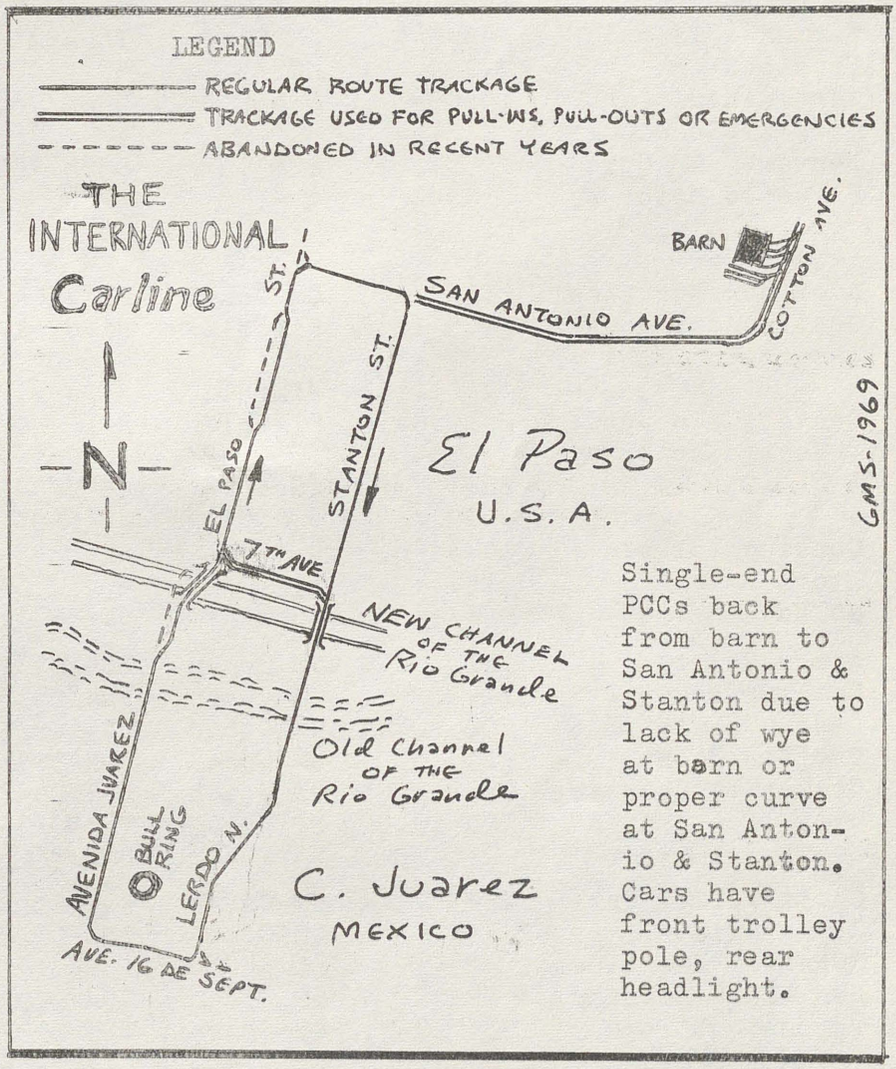
Twenty-one route changes are planned, along with elimination of duplicate operations, and a uniform fare structure will be instituted.

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: EPCL recently sold twelve older coaches for scrap. Included were the following: TDH3610's: 2565, 2572, 2573; TG-4006's: 7024; TD-4007's: 1997, 3012, 3017, 3028, 3030; and TDH-4008: 3402. Six TDH-3610's (2568, 2569, 2574, 2575, 2578 and 2579) and six TD-4007's (3014, 3020, 3024, 3025, 3027 and 3031) remain on the roster.

Additional work is being done on filling in the old Rio Grande channel and with the sale of these coaches, it is now assumed that the International Carline (Route 1--EL PASO-JUAREZ) will not be substituted by buses temporarily this time. The streetcars were out of service for more than a year while new bridges were built across the relocated channel for the Rio Grande. Earlier, it had been planned to give the streetcar line another hiatus while the twin bridges across the old channel were demolished and filled in.



Single-end PCCs back from barn to San Antonio & Stanton due to lack of wye at barn or proper curve at San Antonio & Stanton. Cars have front trolley pole, rear headlight.

The carline is in the shape of a large loop from downtown El Paso to downtown Ciudad Juarez. A connecting spur track between the southbound and the northbound line existed along Seventh Ave. for year. While the new bridges were being built, this was partially torn out. It is now being re-installed and will tie into the northbound line just north of the U. S. Customs Station on the El Paso Street bridge. This track years ago was used regularly by cars of EL PASO ELECTRIC's SECOND WARD line, but in recent years had seen only occasional use as pull-off trackage for disabled trolleys.

UNION BUS LINES (UBL)

BROWNSVILLE: UBL has placed Silver Eagles into operation on its VAN HORN-BROWNSVILLE route (5 buses) replacing Flxible HiLevels which have now been transferred to CONTINENTAL ROCKY MOUNTAIN LINES. This was one of the last major CONTINENTAL TRAILWAYS routes not using Eagles in its equipment pools.

Renew your membership in U. T. B. now! Don't miss a single copy of WT!

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
Union Bus Lines	1998-1999	B & C	05SE/7564-7565	
Torrance Transit	343-344	GM Coach	T6H4521A/?	Dark red and white
Fiestacoach	47	MCI	MC7/?	
Continental Central Lines	13509-13514	B & C	05SE/7618-7623	
Denver-Colo Sprs-Pueblo Motorway	18501-18502	B & C	05SE/7605-7606	
USED BUSES				
American Buslines	6112	GM Coach	PD-4104/2026	Ex-CBS 1152
Continental Rocky Mountain Lines	1455-1459	Flxible	HiLevel/10392, 10404,10406-8	Ex-CBS1411,13,15-17
	1460-1462	Flxible	HiLevel/10409-11	Ex-UBL 1418-1420
Denver-Colo Sprs-Pueblo Motorway	8410-8416	Flxible	HiLevel/10390-91, 89,69-70,66,82	Ex-CCL 3424-25,23, 3421-22,3418,9409
	8801	Kass	GE/27739	Ex-DSLP 8851
	8802	B & C	GE/6503	Ex-DSLP 8852
Continental Western Lines	14733-14734	B & C	SE/6575-6576	Ex-STS 5537-5538; origCWL 4733-4734
No.Bay Charter	--	Kass	SE/58111	Ex-ABL 6706
Adams Charter	41	GM Coach	PD4104/2820	Ex-WGL 8552
Knickerbocker Tr	214	GM Coach	PD4104/345	Ex-OrCoast SS[illegible] 214
Assoc Charter Bus	208, 210	GM Coach	TD4506/173, 170	Ex-LAMTA 6257, 6266
Pacific Scenic	113	GM Coach	TDH4507/157	Ex-LBPTCo. 4568
Community Charter	4502	GM Coach	PD4104/?	Ex-? Restroom
City of Commerce	300-301	Flxible	VL100/?	
	91	Mar.-Her.	8MB/?	27 seat; blt 1949
Calif Parlor Car	X64	GM Coach	PD4501/?	Ex-Greyhound;red/white
Golden State Charter Bus Lines	--	GM Coach	PD4501/847	Ex-Greyhound; leased from Leaseway BL
San Diego Economy	78	GM Coach	TDH4509/1335	Ex-SDTC 997;correction
Tacoma Suburban	811, 818, 831	GM Coach	TDH4509/1716, 1723, 2138	Ex-SDTC 811, 818, 831
Golden Bear Chartr	702-703	GM Coach	TDM4515/087-088	Ex-Orange Co. 702-703
Community Charter	4503	GM Coach	PD4106/?	Non-restroom
DISPOSITIONS				
Continental Western Lines	4124-4125	GM Coach	PD4106/2789-2790	To Safeway Trails Inc. 32240-32241
SLATCo.	205	GM Coach	PD4151/150	To Life Begins at 40 Club, Los Angeles
Southern Greyhound Lines	5558	GM Coach	PD4501/?	To unknown, maybe Golden State Charter
South Coast Transit Corp.	2479,2482, 2483	GM Coach	TDH3714/266,269, 367	To Jarrett Bus Sales, Los Angeles