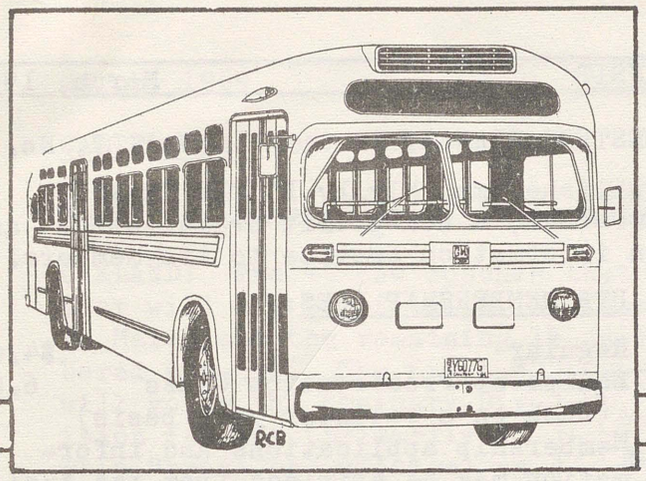


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 3 March, 1969 Eighteen Pages

C A L I F O R N I A

BLUE AND WHITE BUS CO. (BWBCo.)

LOS ANGELES: Blue and White Bus Co. of Watts has won permission from the Public Utilities Commission to increase cash fares from 15 to 20 cents, and increase 40-ride school ticket books from $3.40 to $4.50. The PUC also ordered the company to improve its service and report progress each quarter.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy.)

SAN FRANCISCO: It now appears certain that Dreamliners will be rolling on the streets of San Francisco by this summer. Bids for the construction of 200 new large city coaches for Muni were opened on February 7, and less than a week later the Internal Revenue Service gave its blessing on Muni's unique financing arrangements.

General Motors was the only bidder on 190 buses with transverse-mounted engines, and Flxible was the only bidder on 10 buses with longitudinally-mounted engines. The G. M. Coach bid on 180 of the coaches, to be the long, 102" wide non-airconditioned models, was $36,668 each. The first 50 are to be delivered in 120 days after the contract is received from the city. On 10 air-conditioned but otherwise identical units, G. M. Coach's bid was $40,702 each. Flxible bid $35,198 each on the buses with the experimentally-mounted engines. The Flxible coaches will have Cummins V8 engines; the 190 Dreamliners will have Detroit V8 engines, connected to Allison Super-V 3-speed automatic transmissions. The Flxibles probably will have Spicer transmissions, making them model 111-CC-C1's (identical to SCRTD's 6000-6099 series buses).

The reasons why there was only one bid on each type of bus can probably be explained as follows: (1) On the 180 buses, either G. M. Coach T8H-5305 or Flxible 111-CC-C1 would meet specifications, except that Muni called for delivery of the first buses in four months with the remainder in eight. Apparently because of tooling-up problems, Flxible does not seem able to deliver any buses in less than six months; (2) on the 10 air-conditioned buses, there might have been a time problem or Flxible may not have comparable equipment, and (3) on the 10 "experimental" buses on which longitudinally-mounted engines were specified, G. M. Coach did not bid simply because they do not manufacture such a bus (and presumably wouldn't for such a small order).

It has been 14 years since Muni has ordered any new rolling stock. Efforts to finance replacement vehicles through the sale of bonds have been repeatedly rejected by voters. Finally, city officials came up with the idea of establishing a nonprofit agency that would issue bonds and buy the needed equipment; in turn, Muni would lease the equipment and guarantee payment and interest on the bonds. The arrangement is similar to

CLUB NEWS

MEETING NOTICE

April Regular Meeting:

Date: April 13, 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

May Regular Meeting:

Date: May 11, 1969 (time and place as above).

⊕ ⊕ ⊕ ⊕

New U. T. B. Member

#75 Henry Leinbach of El Paso.

Henry was our first subscriber, so he is no stranger to the U. T. B. We now welcome him aboard as a regular member!

* * * * * * *

CALIFORNIA--SFMRy. (CONTINUED)

the industrial-aid type of financing on revenue bonds used by many municipalities to build plants for private corporations. It is believed that San Francisco's plan is the first of its kind to be used in replacing a city's transit stock. The IRS' green light came in the form of a recognition of the agency's tax-exempt status. Following word from the IRS, the agency--known as the Municipal Railway Improvement Corp., announced plans to offer up to $51.5 million of revenue bonds over the next five years, with an initial $9 million issue tentatively scheduled in March.

The 190 General Motors buses will cost a total of $7,357,000; the 10 Flxible units add up to a $369,588 contract. Later bond issues will finance more new motor buses, trolley coaches, streetcars and possibly Muni's share of the cost of trackwork and electrification within the new Market St. subway. Tentative schedules call for the purchase of an additional 200 motor coaches in 1970, and possibly 60 articulated rail cars. New trolley coaches probably will not come until 1971 or 1972, after it is determined how much of Muni's TB network will be permanently retained.

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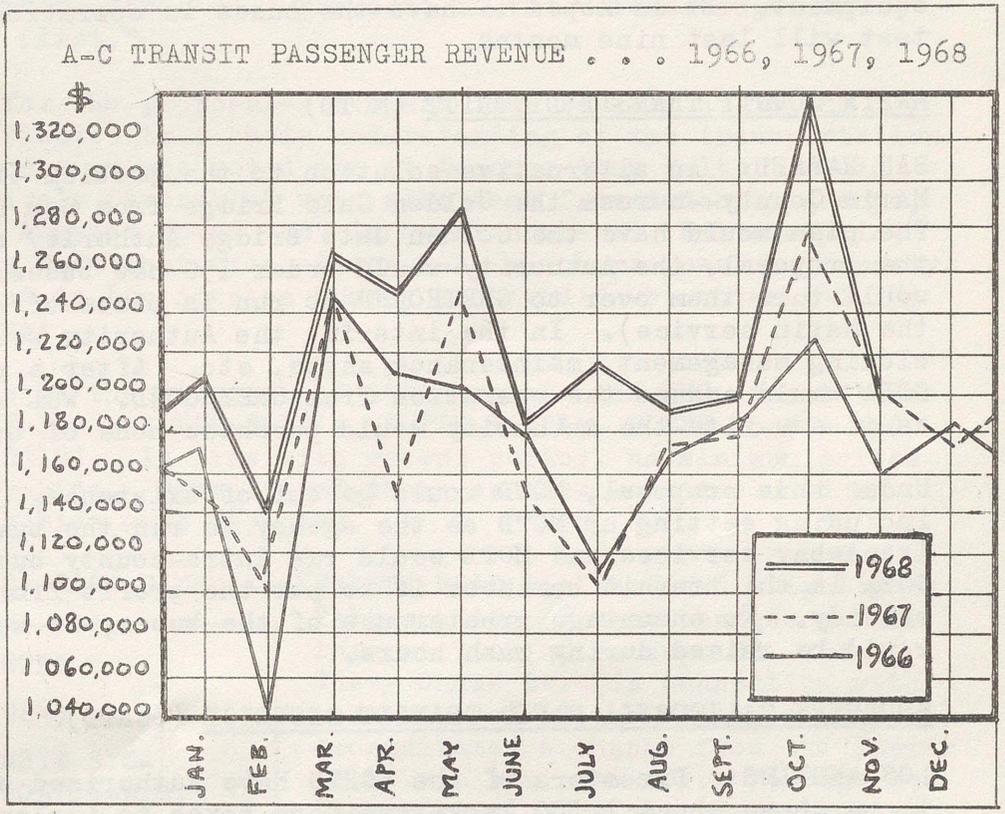
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CALIFORNIA (CONTINUED)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The 45 new coaches that the District has been authorized to purchase this year will all be of the G. M. Coach T6H-5305 model. Thirty coaches will be delivered in March and the remaining 15 units will come in August. The new buses will be numbered 636-680. The first 30 will go to the Seminary Division for use (primarily to gain "break in" mileage) on the #80 lines which go from downtown Oakland to Castro Valley and serve the Oakland airport.



When the 30 new coaches arrive at the Seminary Division, a few Dreamliners will be displaced from that division. The 606 will be returned to the Richmond Division and 538-542 will go to the Emeryville Division. All are TDH-5301's. Also due to the new coaches, between 25 and 40 1700- and 1800-class coaches (G. M. TDH-4507's) will be released from service and either sold or will be used as a source of spare parts. It is not known at this time how many of these coaches will be sold or used for parts but the phasing out program for the older coaches is now underway. The District, in the same federal grant which made purchase of the new buses possible, received funds to equip the remainder of the New Look fleet with two-way radio units and add a third channel to the master console.

With the arrival of the new coaches in March, there will be sufficient numbers of TDH-5301 coaches released from certain lines to be used on the 57/57C--40TH STREET-MACARTHUR-73RD-77TH AVENUE, which is a crosstown "Transfer" line which has been sorely in need of bigger equipment for some time. The equipment presently used on this line are TDH-4517's, TDH-4519's and T6H-4521's.

A new signup went into effect March 2. Planned revisions in service included:

Line F--SAN FRANCISCO-BERKELEY: Additional base hour and weekend service from the present Berkeley terminus at Solano and The Alameda to Solano and San Pablo Aves. to give better service to the shopping areas along Solano Ave. between San Pablo and The Alameda.

Line R--SAN FRANCISCO-HAYWARD-CASTRO VALLEY: Additional evening Castro Valley service.

Line 15--EAST OAKLAND-OAKLAND-BERKELEY via GROVE ST. Timetable adjustments weekends for better connections.

Line 33--OAKLAND-RICHMOND EXPRESS: An additional AM peak trip from Alameda.

ACT plans to test two steam-powered buses. The California State Assembly has applied for a $450,000 DOT grant to finance the project, which also includes the SAN FRANCISCO

CALIFORNIA--ACCTD (CONTINUED)

MUNICIPAL RAILWAY. Two steam engines will be installed on AC Transit buses and operated in regular service in all cities on the east side of San Francisco Bay and across the bridge to San Francisco. Two engines also will be installed on Muni buses to test operation on hilly terrain. Alan L. Bingham, general manager of ACT, said it has not been determined whether to buy new buses without engines, or whether to use existing equipment. It is hoped to have the buses in operation by the end of the year, and the test will last nine months.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: An alternative solution to the problem of improving transit service in Marin County--across the Golden Gate Bridge from San Francisco--has been proposed. The plan would have the Golden Gate Bridge Authority enter the bus business. Under the proposal, the Authority would order 150 new buses. As the new buses arrive, GGBA would turn them over to GREYHOUND to run in place of WGL's equipment (WGL now operates the Marin service). In the interim, the Authority would set up its organization, including management, maintenance shops, etc. After a period of time (perhaps one year) GGBA would assume the operation from GREYHOUND. WGL would then dispose of its buses as it saw fit--the Authority would purchase none of them.

Under this proposal, MCTD would go out of existence. But there are other possibilities including setting up MCTD as the agency to run the buses, or perhaps GGBA would run trans-bay services and MCTD would run intra-county buses in Marin. Idea behind putting GGBA in the transit business is to put the profit from the bridge to use as a transit subsidy. To encourage greater use of the buses, it was suggested that bridge tolls would be raised during rush hours.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Directors of the SCRTD have authorized an application for federal funds to purchase about 1,500 lock-type fare boxes to implement the planned exact-fare system, and to buy 200 new buses and additional two-way radios and silent alarms. The program will cost some $10 million, and marks the first time that RTD has asked for federal funds for a capital improvement program.

RTD had previously announced plans for an exact-fare program in an effort to put an end to bus robberies, but RTD's complicated fare structure and the necessity to replace all of the fare boxes has made implementation a major problem. During February, the District tested two different kind of lock boxes on coaches 5005 and 5006. The 5005 had a non-registering Grant fare box, and the 5006 was equipped with the Johnson Cleveland type. During the test, RTD operators made change as usual. The District's standard box now is the Johnson Type D--some of which have been in service for some 40 years.

Although RTD is counting on federal help, the purchasing agent was authorized to call for bids on purchase of 1,500 lock-type fare boxes together with 1500 spare fare vaults. Federal transit grants are supposed to be matched locally in some ratio by monies other than fare box revenue. Since RTD gets no subsidy for its bus operations and operates entirely out of the fare box, it is not known what the reaction of the DOT will be to RTD's application. Officials were hoping that a liberal interpretation of the rules could be worked out to RTD's advantage.

An analysis of last November's election in which RTD's rapid transit plan gained only 44.7 per cent of the vote showed high support for the plan from high and low income

CALIFORNIA--SCRTD (CONTINUED)

groups, but little support from middle income groups, which helped kill the $2.5 billion transit financing proposal. But perhaps an even greater factor, the study showed, was the consistently negative mood of the electorate on all propositions. RTD's director of rapid transit planning, John Curtis, said it appeared many people did not understand the proposal thoroughly. Consultant Dorothy D. Corey said RTD did a good selling job under the circumstances, since 44.7 per cent of the voters bought the idea "without having sampled it first."

The unusually high income vote for the proposal--in areas like Beverly Hills and Claremont, for example--was attributed to a basic understanding of the transportation problem in Los Angeles. Low income groups voted for it because they felt it would help them personally. A "relatively favorable" vote also come from minority groups, but middle income groups in Los Angeles voted "no" in great numbers. Extremely interesting--and revealing--is the fact that Proposition 1-A, which proposed a property tax refund--passed statewide, but in Los Angeles County received fewer votes (41.3%) than even the rapid transit issue!

The District has called for bids in the disposal of 154 surplus used GMC diesel buses. These include 113 TDH-5103's, 27 TD- and TDH-3610's, 3 TDH-3612's, 9 TDH-4507's and 2 wrecked TDH-4801's (2917 and 6517). In line with recent policy, no minimum prices are stated in the invitation for bids. Some 153 of these coaches were included in the last offering, for which all bids were rejected.

The East Glenoaks end of Line 20--EAST GLENOAKS-KENNETH ROAD was rerouted slightly on February 10. Street changes at the intersection of Verdugo Rd. and Chevy Chase Dr. (in connection with construction of the Glendale Freeway) necessitated a change from the former route via Lexington Dr., Verdugo and Chevy Chase. The new route is via Lexington, Adams St., California Ave. and Chevy Chase. The new route had previously been in effect as a detour.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of March, 1964)

+SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM's experimental Line 10--COLTON-WEST COLTON-SAN BERNARDINO discontinued due to extremely light patronage.

+U.T.B. Member William Billings' BAYSHORE TRANSIT LINES takes over local transit service in the Burlingame-San Mateo-Hillsdale area from SAN MATEO-BURLINGAME TRANSIT CO. (The second SMBT took over from BTL in September, 1966).

+LOS ANGELES METROPOLITAN TRANSIT AUTHORITY breaks ground for new Riverside Div. 13.

+ALAMEDA-CONTRA COSTA TRANSIT DISTRICT receives 15 G. M. TDH-5304's (#300-314), the first long, narrow transit coaches in California history.

An application is being prepared for a DOT demonstration grant for development of an express busway between the Los Angeles Civic Center and Hoyt Ave., El Monte. This is perhaps one response to the voters' rejection of the RTD rapid transit plan.

HUD has indicated its hope that Line 100--CENTURY BLVD. will be continued after its subsidy expires in March. Service was reduced January 26 to a 20-minute peak, 30-minute weekday base, and 40-minute evening and Saturday headways.

All of buses 5050-5099 now sport "Busarama" ad holders. Installation began in January on the 6100's and 6200's. Among those noted thus far are coaches 6100, 6101, 6102, 6103, 6104, 6107, 6132, 6135, 6140, 6142, 6202, 6203 and 6205. There are several differences between the installations on G. M. and Flxible coaches, to fit de-

CALIFORNIA--SCRTD (CONTINUED)

sign differences between the two builders' products. On G. M.'s, the ad holders completely cover the standee window strip. On Flxibles, a narrow strip at the bottom is left exposed, in order to clear the outward-folding center doors. The Busaramas for Flxibles have a slightly smaller strip piece at the front end than those for G. M.'s. This, combined with a longer standee window strip, leaves the front end of the standee window strip exposed on the Flxibles. Part of this space is occupied on the door side by the line number box. Also, the side marker lights required by federal regulations on all new buses are being relocated to a new position below the Busaramas.

The annual system shakeup goes into effect March 30. The only operating change contemplated at that time will be on Line 51--LOS ANGELES-L. A. INTERNATIONAL AIRPORT-REDONDO BEACH. The leg via Slauson Blvd. (51-E) will be discontinued. All service will then operate via Santa Barbara and Stocker Aves. No leg letters will be used, except that those rush hour trips skipping the Los Angeles International Airport will be designated Route 51-A.

Additional coaches repainted in the RTD's Chrone Yellow, Saddle Tan and White livery since our last reporting: 5122, 5127, 5803, 5814, 5817, 5828, 5869, 5919, 5928, 5937, 5945, 5964, 5970, 5977.

CALIFORNIA PARLOR CAR TOURS (CPCT)

LOS ANGELES: CPCT has added a trip through the Hearst Castle at San Simeon to its three-day COAST-MISSION TRAILS TOUR and its five-day YOSEMITE-COAST-MISSION TRAILS TOUR for its 1969 season, subject to road and weather conditions.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: With the arrival of eight new G. M. Coach T6H-5305's recently (see Equipment Report), SMMBL has put up for sale its remaining six TDH-4801's (fleet numbers 4802-4805, 4807-4808) and five of the 13 TDH-5105's, the only such coaches in the state of California.

FRESNO TRANSIT (FT)

FRESNO: Sunday schedules were revised January 10 on Line 1--RECREATION-FRESNO STATE COLLEGE-WISHON to provide an hourly headway instead of 45-minutely, still using two buses.

Thursday, January 16, was a big day for Fresno bus riders, as that was the day that most of them participated in the Fresno Metropolitan Transit Study. On that day, an "Origin and Destination Study" was conducted for the City of Fresno (of which the bus system is a department) by the San Francisco engineering firm of DeLeuw, Cather & Co. The study is being financed by a two-thirds federal grant primarily for the purpose of improving transit service in Fresno's poverty areas.

The study consisted of three phases and involved three groups of people.

Phase I involved the bus riders. Each was handed a questionnaire by the driver upon boarding an inbound bus, and was asked to complete it either on the bus or at home, and mail it postage free. Questions included where the passenger got on and off, how he got to the bus, origin and ultimate destination and purpose of the trip, and when it was made. Other questions regarded sex, employment and whether or not the rider could have used an automobile.

CALIFORNIA--FT (CONTINUED)

Phase II involved the bus drivers. All drivers, who ordinarily take fare box readings at the start and end of their work day, were asked to take readings at the end of each one-way trip, and to put the transfers received for each trip into a separate envelope.

Phase III involved a group of seven traffic checkers who were stationed downtown at maximum load points to make counts of passengers on each bus crossing the checkpoint.

Data received from Phases II and III will give an accurate picture of how many people were on each one-way trip on the survey day; the results of the questionnaire will be processed by electronic equipment, and will give much more detailed information about the individual trips.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL, a division of T C O Industries, Inc. (formerly TRANSCONTINENTAL BUS SYSTEM, INC.) provides intercity service in California, Arizona, New Mexico and Texas on the following routes:

LOS ANGELES-SAN FRANCISCO
LOS ANGELES-STOCKTON portion of LOS ANGELES-VANCOUVER
LOS ANGELES-NEEDLES-TEXHOMA portion of LOS ANGELES-NEW YORK
LOS ANGELES-PHOENIX-TUCUMCARI portion of LOS ANGELES-NEW YORK
KANAB, UTAH-PHOENIX portion of SALT LAKE CITY-TUCSON
TAOS-EL PASO portion of DENVER-EL PASO

The present fleet of 107 coaches consists of 6 GMC PD-4104's, 4 Bus & Car 05 Model Silver Eagles, 17 Kassborher Silver Eagles, 20 Bus & Car Golden Eagles, 9 Kassborher Golden Eagles and 51 Bus & Car 01 Model Silver Eagles. In recent years Flxible VL100's, GMC PD-4106's and Kassborher Super Golden Eagles also have been on the roster.

CWL was formed from the Western Division of the SANTA FE TRAIL TRANSPORTATION CO. when it was purchased in 1947 by TRANSCONTINENTAL BUS SYSTEM, Inc.

The recent renumbering of all CWL equipment into the new five-digit code provides ample reason to make this carrier our Roster of the Month:

Coach Number	Make	Model/Serial Number	Seats	Year Built	Comments
14116	GMC	PD4104/2000	41	1957	Ex-4116
14118-14119	GMC	PD4104/2002-2003	41	1957	Ex-4118-4119
14121-14123	GMC	PD4104/3826-3828	39	1958	Ex-4121-4123
14301	B & C	GE/6344	40	1963	Ex-4830
14302	B & C	GE/6351	40	1963	Ex-4832
14303-14310	B & C	GE/6494-6501	40	1964	Ex-4839-4846
14311	B & C	GE/6350	40	1963	Ex-4848
14501	B & C	05SE/7505	42	1968	Ex-4770
14502-14504	B & C	05SE/7527-7529	46	1968	Ex-4771-4773
14701-14705	Kass	SE/27833-27837	45	1958	Ex-4701-4705
14707	Kass	SE/27839	45	1958	Ex-4707
14708-14715	Kass	SE/58101-58108	46	1960	Ex-4708-4715
14716-14718	Kass	SE/58174-58176	46	1961	Ex-4716-4718
14719	B & C	SE/6215	46	1962	Ex-4719

CALIFORNIA--CWL (CONTINUED)

Coach Number	Make	Model/Serial Number	Seats	Year Built	Comments
14720-14721	B & C	SE/6231-6232	46	1962	Ex-4720-4721
14722-14727	B & C	SE/6448-6453	46	1963	Ex-4722-4727
14728-14731	B & C	SE/6566-6569	46	1964	Ex-4728-4731
14732-14734	B & C	SE/6574-6576	46	1964	Ex-4732, S537-S538 (Orig. 4733-4734)
14735-14737	B & C	SE/6622-6624	46	1965	Ex-4735-4737)
14738-14739	B & C	SE/6651-6652	46	1965	Ex-4738-4739
14740-14743	B & C	SE/6688-6691	46	1965	Ex-4740-4743)
14744-14746	B & C	SE/6851-6853	46	1965	Ex-4744-4746
14747-14749	B & C	SE/6879-6881	46	1965	Ex-4747-4749
14750-14753	B & C	SE/6900-6903	46	1965	Ex-4750-4753
14754-14757	B & C	SE/7076-7079	46	1967	Ex-4754-4757
14758-14761	B & C	SE/7101-7104	46	1967	Ex-4758-4761
14762-14769	B & C	SE/7190-7197	42	1967	Ex-4762-4769
14901	Kass	GE/27743	41	1957	Ex-4804
14902	Kass	GE/27748	41	1957	Ex-4809
14903	Kass	GE/27750	41	1957	Ex-4811
14904	Kass	GE/27778	41	1958	Ex-4814
14905	Kass	GE/27766	41	1957	Ex-4815
14906	Kass	GE/27731	41	1957	Ex-4816
14907	Kass	GE/27767	41	1957	Ex-4820
14908	Kass	GE/27755	41	1957	Ex-4823
14909	Kass	GE/27757	41	1957	Ex-4824
14910	B & C	GE/6343	40	1963	Ex-4829
14911	B & C	GE/6345	40	1963	Ex-4831
14912-14914	B & C	GE/6352-6354	40	1963	Ex-4833-4835
14915-14917	B & C	GE/6491-6493	40	1964	Ex-4836-4838
14918	B & C	GE/6349	40	1963	Ex-4847

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: Southern Pacific Railroad has asked the Public Utilities Commission for permission to raise its Los Angeles-San Francisco fare from $13.15 to $18.27. In trying to establish its system-wide interstate fares within California, the SP said passengers should not pay less than those on SP trains in eight other states. Railroad attorneys said the COAST DAYLIGHT loses $150,000 yearly and the passenger trains through the San Joaquin Valley lose $590,000 a year. Air coach fares between Los Angeles and San Francisco are less than $14.00.

ORANGE COAST SIGHTSEEING CO. (OCSC)

LOS ANGELES: OCSC has filed application with the PUC to operate a third tour, covering the NBC Television Studio and Universal Studio Tour with a stopover at the Los Angeles Civic Center. Adult fare for Tour #3 is to be $13.00 with half fare at $6.45. The tour is proposed to operate daily except Sunday departing its Disneyland terminal at 10:15AM.

LINCOLN BUS LINES (LBL)

STOCKTON: Scratch one more company from the list of California operators. LBL ceased its service between Sacramento and the river communities of Walnut Grove, Isleton and

CALIFORNIA--LBL (CONTINUED)

Rio Vista on January 1. This service had been run in conjunction with VACA VALLEY BUS LINES' Rio Vista-Fairfield route, which stopped the same day. The Rio Vista-Stockton portion of the route had stopped sometime in 1968. The occasion marked the end of 51 years of bus service along the Sacramento River levee.

LBL's bid to acquire the San Jose local lines of PEERLESS STAGES SYSTEM was turned down by the PUC in January. Reason given for the denial was an excessive sale price and poor financial condition of the prospective purchaser. In February a SANTA CLARA TRANSIT DISTRICT bill was introduced in the state legislature. This district, if formed, is expected to acquire SAN JOSE CITY LINES as well as the PSS San Jose lines in the indeterminate future.

LBL started in 1951 by real estate interests that were developing Lincoln Village, several miles north of Stockton, to provide transit service to and from downtown Stockton. This route subsequently was sold to the STOCKTON METROPOLITAN TRANSIT DISTRICT and the STOCKTON-RIO VISTA-SACRAMENTO route was acquired from AMERICAN BUSLINES.

SIERRA LINES (SL)

LAFAYETTE: Sierra Lines, a Bay Area charter and contract carrier, has acquired a GMC PD-4104 from WESTERN GREYHOUND LINES. The coach is the ex-7614 bearing serial PD-4104/4787. The coach was obtained with a wrecked front end with the damage extending forward from the front wheels only. The rest of the coach body is in excellent condition. The bus should be in service as SL's 477 in three to four months.

A current roster of Sierra Lines follows:

Coach Number	Make	Model/Serial Number	Seats	Year Built	Comments
301	GMC	TDM4505/731	45	1945	Ex-USN 32548
302	GMC	TDM4506/238	47	1947	Ex-ESL 408
303	GMC	TDM5108/016	53	1952	Ex-ESL 415
274	GMC	PD4151/117 ACG	41	1948	2, Ex-WGL 9167
275	GMC	PD4151/267 ACG	41	1948	2, Ex-WGL 9233
276	GMC	PD4151/201 ACG	41	1948	2, Ex-WGL 9201
277	GMC	PD4103/304 ACG	41	1952	2, Ex-WGL 7395
278	GMC	PD4103/1034(?)ACG	41	1952	2, Ex-QCC (?)
279	GMC	PD4103/1247 ACG	39	1952	2, Ex-WGL 7477
280	GMC	PD4103/978 ACG	39	1952	2, Ex-WGL 7498
470	Flx	236-DD-1/10345 ACG	41	1959	2, 3, Ex-TMT 70
475	GMC	PD4104/2711 ACD	39L	1957	2, Ex-WGL 8525
476	GMC	PD4104/2843 ACD	39L	1957	2, Ex-WGL 8570
477	GMC	PD4104/4787 ACD	39L	1957-8	2, Ex-WGL 7614

Notes: 1. An "L" appearing after the number of seats indicates that the coach is lavatory equipped.

2. All parlor type coaches equipped with air conditioning supplied by independent type AC units; some gasoline powered (ACG after the serial number) and some diesel powered (ACD).

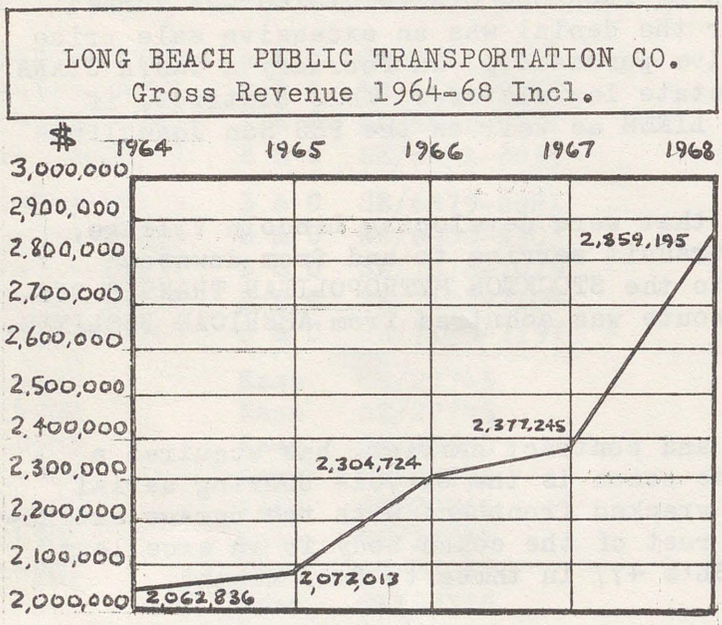
3. The Flxible parlor coach is of the "VL-100" type.

ESL=Eastshore Lines QCC=Quaker City Coaches TMT=Tanner Motor Tours USN=U. S. Navy

CALIFORNIA (CONTINUED)

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: LBPTCo. finished five years of public operation at the end of 1968, and reported an increase in gross revenue over the period of 38.6 per cent without raising fares. Token fare is 20 cents, and student tickets are 12 cents with the purchase of a 10-ride card. William F. Farrell, executive vice president and general manager, pointed to other signs of progress during the five years of public ownership: one new route has been added, and four others extended. Revenue per mile is now running 10 cents per mile more than it was five years ago, even though mileage has been increased by 15 per cent.



In 1964, when LBPTCo. took over operation from the LONG BEACH MOTOR BUS CO., gross revenues equalled $2,062,836. Last year, gross revenues hit $2,859,195.

The bus fleet has largely been replaced with Dreamliners, and the undertaking began its second half-decade by acquiring TERMINAL ISLAND TRANSIT CO. and its small fleet of buses, including three long, wide Flxibles.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: SFBACR schedules were revised on January 1; incorporated were the following changes:

Peninsula Division
Route C--SAN FRANCISCO-REDWOOD CITY-PALO ALTO-SAN JOSE (via ALMA AVE.) had minor early morning inbound schedule adjustments, including elimination of schedule 8020 that originated in Redwood City and the substitution of schedule 8026 which originates in Palo Alto.
Route B--SAN FRANCISCO-REDWOOD CITY via BAYSHORE LOCAL had schedule 8276 that originated at Palo Alto cut back to start at Redwood City.

Contra Costa Division
Route T--SAN FRANCISCO-LAFAYETTE-ORINDA-WALNUT CREEK, first inbound schedule departs at 5:56AM instead of 6:06AM, plus other minor adjustments.

Marin Division
Route E--SAN FRANCISCO-MILL VALLEY via SAUSALITO schedule 7417 now originates in Marin City instead of Mill Valley; other minor schedule changes were made.

Motor Coach Age reports that certain 3000-series EASTERN GREYHOUND LINES GMC PD-4501's (called "blimps" by some Greyhound personnel) have been renumbered into the 9700 series. Similar "blimps" numbered 9662 and 9670 were seen recently in San Francisco--but without California license plates.

WGL Schedule #5 (issued January 1) reveals that the WENATCHEE-OROVILLE-OSOYOOS and the SEATTLE-KETTLE FALLS-TRAIL (B. C.) routes are now being operated by OKANOGAN VALLEY BUS LINES.

CALIFORNIA (CONTINUED)

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On January 5 the former SUBURBAN TRANSIT LINES routes of STA lost their alphabetic route designations in favor of numerals, something that had been planned since June 1, 1966, when STA took over. Here are the changes:

Route #	Former Status	Route #	Former Status
1 to 9	Sacramento city local routes (no change)	18	Line E-2 (West Sacramento--counterclockwise)
10	Sacramento-Roseville (no change)	19	Line G
11	Line D-1	20	Cal Expo Service (not yet operating)
12	Line D-2	30	Strawberry Manor-Amer. River College (no change)
13	Lines F-1 and F-2	31	School trippers
14	Line C-2	40	School contract service
15	Line A	51	Minibus shuttle loop
16	Lines B and C-1	63	State Employes Macy's free bus
17	Line E-1 (West Sacramento--clockwise)	67	State Employes' Weinstock's free
		72	Florin Center shuttle

The last of the TD-3609's reportedly were taken out of service on January 5. The only remaining 36-seat buses still on the system are GMC TDH-3610's, including 5655 and 5656, the downtown Minibus loop relief buses painted orange and white, with stripes and polka dots, and 5652 and 5653 (and possibly 5659) which are used on the Florin Center shuttle; the others are used only on school trippers.

An on-board survey of transit riders in the Sacramento area has been completed by a mass transportation demonstration project called "FASTRIP." The initials stand for Federally Assisted Sacramento Transit Research and Improvement Project. Financing in part came from a $264,000 DOT grant. Assisting in the survey were the STA and the Sacramento Regional Area Planning Commission. More than 11,000 riders on all STA, Greyhound and smaller carriers were interviewed. Results will be incorporated in a forthcoming report.

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
E. Los Angeles Community Improvement	11-26-68	Granted cert. between East LA and South El Monte and Flair Industrial Park.
Watts-Compton Improvement Assn.	11-26-68	Granted cert. between South Central LA and Flair Industrial Park.
Corbett Transit Lines	12-3-68	Auth. transfer of cert. to O. U. Transit Lines.
Ventura Co. Transp. Co	12-3-68	Transfer to AirporTransit approved.
Antelope Valley Bus Inc.	12-3-68	Auth. to extend service to Whittaker Corp., Saugus; also between Palmdale and Edwards Air Force Base.
M & M Charter Lines	12-9-68	Seeks cert. between LA Intn'l Airport & LA Harbor.
Chico Transit Lines	12-10-68	Oper. rights revoked between Chico & vicinity.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
International Limousine Service	12-10-68	Seeks cert. between clubs in Gardena and points in Sou. California, dismissed at request of appl.
San Diego Economy Line	12-10-68	Refused rehearing on services to San Ysidro.
Watts-Compton Improvement Assn.	12-10-68	Granted cert. between South Central LA and T-R-W Systems plants, Redondo Beach.
Airport Coach Service	12-12-68	Auth. to establish service between Anaheim and Long Beach Municipal Airport.
Foster Transportation	12-17-68	Auth. to increase fares Bakersfield to Taft.
San Jose City Lines	12-17-68	Rerouting of lines 2-3-4-5-7 approved.
Laguna Limousine Svc.	12-17-68	Auth. to abandon service.
Knight of the West Tour	12-17-68	Auth. to abandon sightseeing service San Luis Obispo-San Simeon.
Transcontinental Bus System, Inc.	12-27-68	Granted increase in one-way and round-trip fares and express charges.
Greyhound Lines	1-2-69	Asks increase in fares, excluding commute fares.
Douglas Bus Lines Inc.	1-7-69	Auth. to operate between Upland and McDonnell Douglas Plant, Downey.
Howell Mountain Bus Line	1-9-69	Seeks to abandon service between St. Helena and Argwin via Sanitarium.
Airport Limousine Svc.	1-10-69	Seeks cert. to extend service Novato to SF airport.
Watts-Compton Improvement Assn.	1-10-69	Seeks to transfer cert. to Watts Labor Community Action Committee.
Lone Pine Motor Tours	1-14-69	Auth. to suspend service until July 2, 1969.
Park Lane	1-20-69	Seeks passenger cert. between Park Lane, home for senior citizens at Monterey, and Canterbury Hotel, San Francisco. Limited to Park Lane guests.
N. W. Richardson	1-24-69	Seeks sightseeing cert. in Santa Cruz area.
Peninsula Transit Lines	1-28-69	Auth. to reroute portions of route 6, Palo Alto.
Avalon-Carver Community Center	1-28-69	Auth. to transfer operative rights to Watts-Compton Improvement Assn., Central LA area.

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A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: PTC, an AMERICAN TRANSIT CORPORATION subsidiary, has received authority from the Arizona Corporation Commission to raise its fare 5 cents. The commission stated that it would reconsider approval if the company fails to make up depreciation expenses it claimed at the fare increase hearings.

ARIZONA (CONTINUED)

TUCSON TRANSIT CORP. (TTC)

TUCSON: TTC is running Tucson's transit system for the first six months of 1969 under a contract with the city, which is picking up all operational losses and paying the company a sum equal to 4 per cent of gross revenues. Earlier, TTC, a subsidiary of AMERICAN TRANSIT CORPORATION, had planned to cease operations December 31, citing continuing losses.

The city, meanwhile, has drafted a proposed bill to present to the state legislature that would permit creation of an authority to run the transit system. A federal grant of $20,333 toward a $41,000 transit study has been approved. The study will look into possible problems involved in public operation of the system.

N E W M E X I C O

ALBUQUERQUE TRANSIT SYSTEM (ATS)

ALBUQUERQUE: After years of sliding downhill, transit riding and revenue seem to have hit an upward curve. General superintendent Robert Lamberti reported that the system carried 240,870 passenger in December, 1968, compared with 233,781 in December, 1967. December revenue equalled $62,875.51, up from $59,528.88 in the corresponding 1967 month. However, fares were raised from 25¢ to 30¢ last year.

W A S H I N G T O N

EVERETT CHARTER SYSTEM, INC. (ECS)

EVERETT: ECS has applied to the ICC for authority to operate charter service beginning and ending at points in Snohomish County, Wash., and extending to points in Oregon, Idaho, Montana, California, Nevada, Utah, Colorado, Arizona, Wyoming, Nevada, British Columbia and Alberta.

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: A $297,369 contract for the purchase of 10 new 51-passenger diesel transit buses has been awarded to the Flxible Co. by the city council. The price quoted was about $6,000 less than the only other bidder, G. M. Coach. DOT is participating in this acquisition by means of a 2/3 federal grant. The large buses are required in Tacoma because of a school district program to transport students to various schools to secure a better racial balance; instead of transporting the students itself, the district contracts with the city (TTS) for the service. TTS has never before used a bus larger than 45 seats.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS drivers, as well as taxi and cash-carrying truck drivers, will be permitted to carry tear gas weapons of the spray can type for protection from robbers. The city council voted January 29 to permit the aerosol weapons after Police Chief Frank C. Ramon said he had "reservations, but no objection" to the step. Some bus drivers purportedly have been carrying firearms which is a violation of STS policy.

C O L O R A D O

PUBLIC SERVICE CO. (PSCo.)

BOULDER: In spite of a $140,000 operating loss last year, PSCo. (which also provides

COLORADO--PSCo. (CONTINUED)

electric service) has agreed to run Boulder's transit system for three more years. A consultant will be hired to study the system and make recommendations within six months. City spokesmen maintained that the operation could earn a profit if changes were made in schedules, routes and fares. The company asked the city to offset its losses through lower franchise taxes, or allow it to abandon service if the company is not at least breaking even after three years.

WILDERNESS TRANSIT CO. (WTS)

CRAIG: WTS has filed a petition with the ICC for regular route operations from Craig to Rawlins, Wyo., and for charter operations from Craig to points in Wyoming. WTC's present route is between Craig and Grand Junction, Colo.

I D A H O

TWIN FALLS-WELLS STAGE LINE, INC. (TFWSL)

TWIN FALLS: Effective January 1, TFWSL ceased operations. The company had been operating two round trips daily serving points between Twin Falls and Wells, Nev., via Highway 93.

M O N T A N A

WESTERN TRANSIT CO. (WTCo.)

BILLINGS: According to NORTHERN PACIFIC RAILWAY's most recent timetable, WTCo. is now operating a daily round trip between Billings and Red Lodge. The schedule leaves Red Lodge daily at 8:30AM, arrives Billings at 10:00AM; leaves Billings at 2:15PM and a rrives back at Red Lodge at 3:45PM. NORTHERN PACIFIC TRANSPORT CO. has many routes in Montana, operating buses and combination passenger/freight services--this in addition to truck and mail services.

O R E G O N

CITY OF SALEM-TRANSIT DIVISION (CSTD)

SALEM: A 100-page report recently was released jointly by the Sillamette Valley Council of Governments and the city's transit division, which operates the city's bus system. The study recognized that ridership has been poor; however, no change in the 25¢ basic fare or $100,000 annual operating subsidy was recommended. The report urged numerous changes in the bus system, including a 10¢ zone charge for areas served that are outside the city limits.

T E X A S

SAN ANTONIO TRANSIT SYSTEM (SATS)

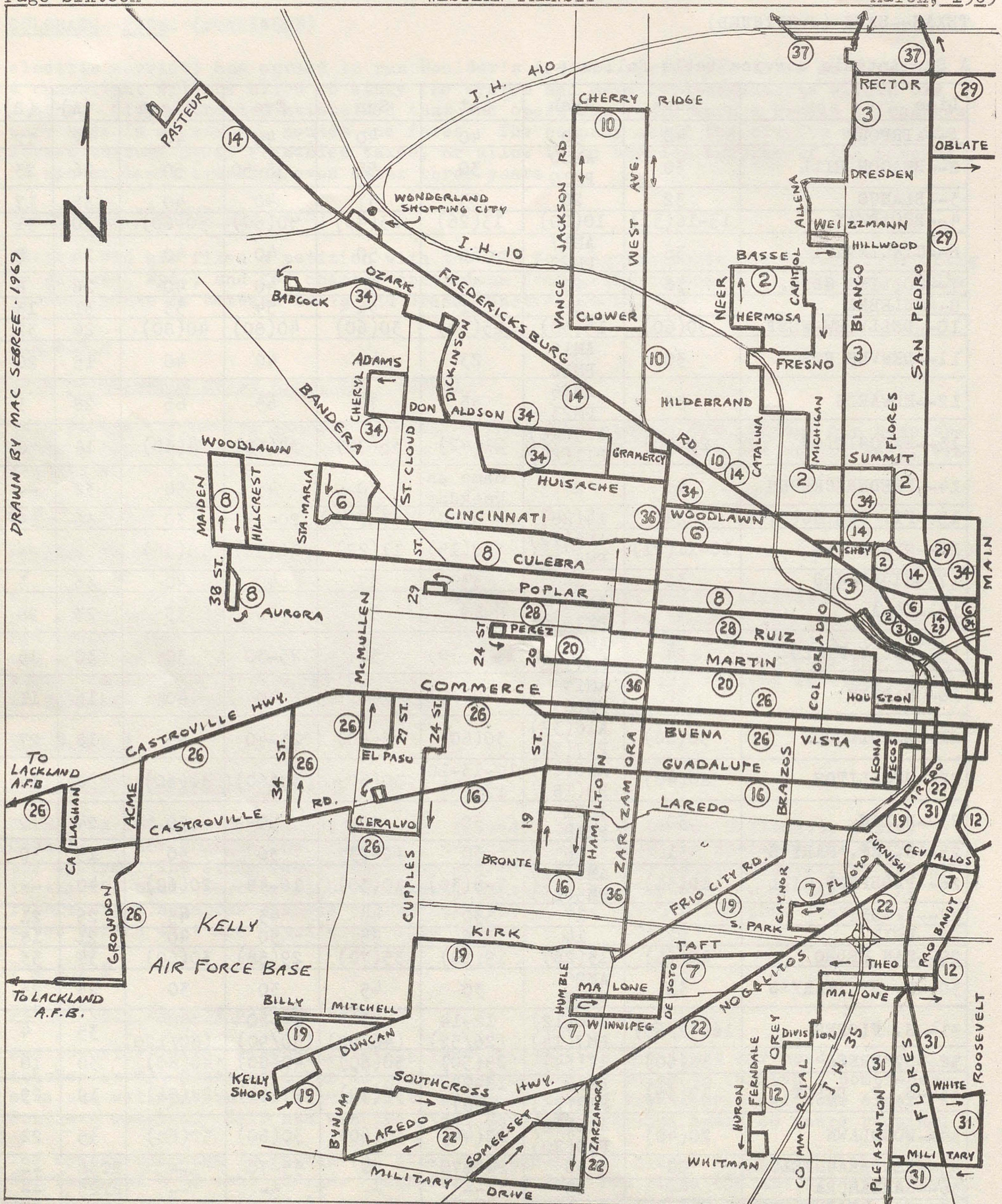
SAN ANTONIO: SATS, city-owned since 1959, introduced the first air conditioned city coaches in the post World War II period and continues today to furnish a comprehensive and well-patronized service with air-conditioned Dreamliners and some older Southern coaches. SATS has won the Fleet Owner maintenance award 20 years running.

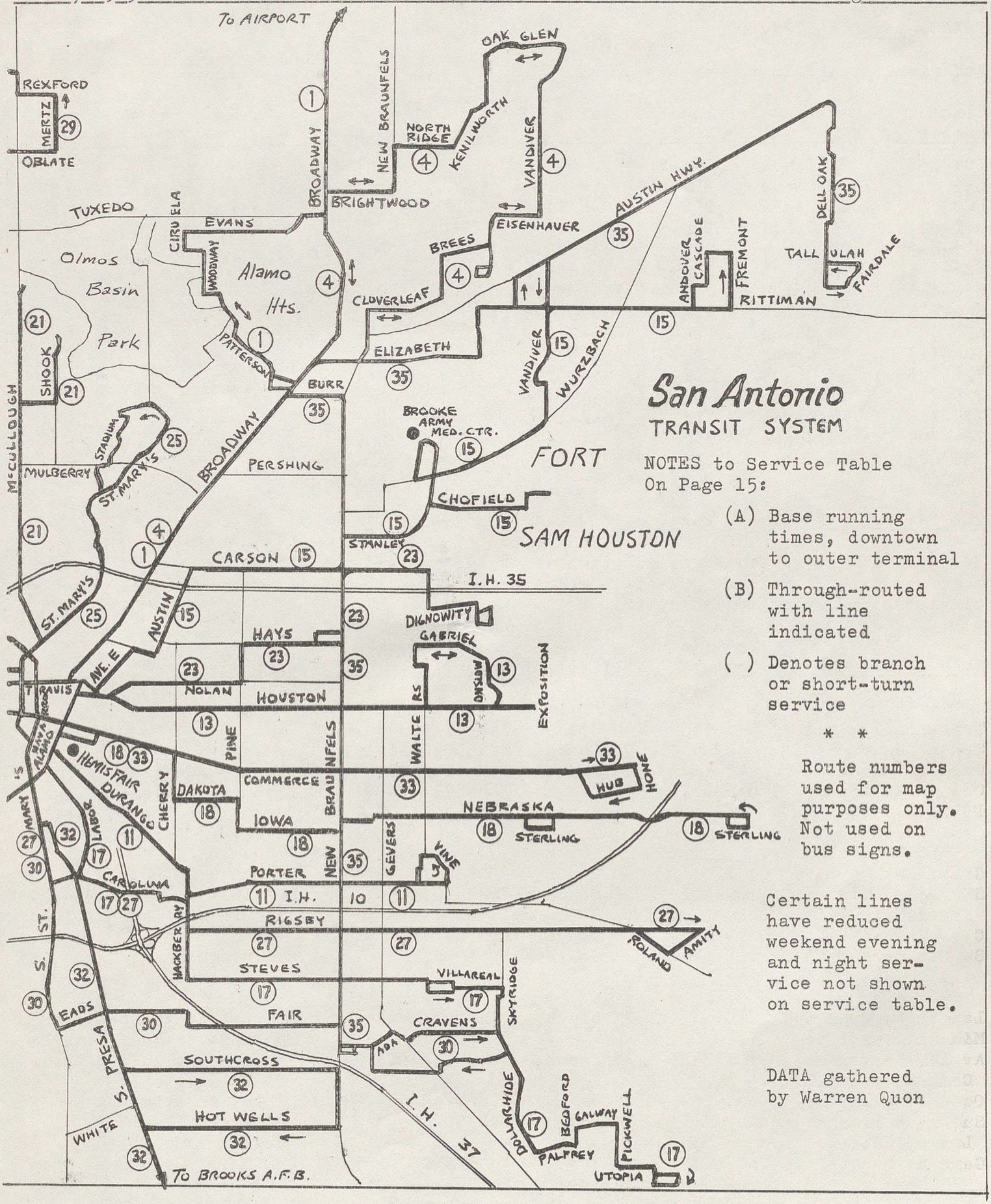
The system operates 20 routes (34 lines through-routed plus a shopper shuttle) at a 20¢ fare and a 5¢ zone charge. Transfers cost 2¢. Two lines (36 and 37) operate rush hours only and lines 35 and 12 quit at 9:24PM and 11:30PM respectively.

TEXAS--SATS (CONTINUED)

A San Antonio service table follows:

Line	Base	Rush	Sat	Sun	Eve	Night	(A)	(B)
1--AIRPORT	40	30	40	40	40	40	32	12
2--BEACON HILL	30	AM20 PM19	30	55	35-50	50	26	23
3--BLANCO	32	20	33	37	40	40	35	17
4--BROADWAY	15-16(31)	10(20)	13(26)	23(46)	30(60)	30(60)	30	31
6--CINCINNATI	36	AM17 PM20	36	50	40	40	25	7
7--COLLINS GDNS.	36	20	36	50	40	40	26	6
8--CULEBRA	20	12	21	36	34	35	31	13
10--DELLVIEW-WEST	30(60)	15(30)	25(50)	30(60)	40(80)	40(80)	26	32
11--DENVER HTS.	30	AM15 PM16	23	40	40	40	15	20
12--EDWARDS	50	AM36 PM23	35	70	65	65	28	1
13--EXPOSITION	20(40)	A13(26) P11(22)	21(42)	35(70)	34(68)	34(68)	14	8
14--FREDERICKBURG	43	27	Same as weekday	70	45	50	32	--
15--FT. SAM HOUSTON	24	14(28)	14-16(30)	13-17(30)	20-25	30	36	19
16--GUADALUPE	10-11(21)	AM6(12) PM5(10)	7-8(15)	11(22)	16(32)	18(36)	22	--
17--HIGHLANDS	32	16	33	37	40	40	36	3
18--IOWA	27	AM13 PM15	19	35	30	35	23	28
19--KELLY FIELD	24	AM14 PM12	14-16(30)	30	25-30	30	30	15
20--MARTIN	30	AM14 PM16	24	40	40	40	16	11
21--McCULLOUGH	30(60)	A16(32) P17(34)	30(60)	45(90)	25-40	45	18	27
22--NOGALITOS	20(40)	A10(20) P9(18)	10-13-10 12(45)	30(60)	30(60)	30(60)	32	34
23--NOLAN	30	AM21 PM18	30	50	50	50	24	2
25--N. ST. MARY'S	31	18	30	22-23	30	30	15	30
26--PROSPECT HILL	10(31)	AM6(18) PM5(16)	7-8(30)	10(30)	16-48	20(60)	40	--
27--RIGSBY	30	17	30	45	43	45	25	21
28--RUIZ	27	14	19	35	30	40	21	18
29--SAN PEDRO	19(38)	13(26)	19(38)	35(70)	29(58)	30(60)	34	33
30--S. ST. MARY'S	31	AM20 PM17	30	45	30	30	25	25
31--S. FLORES	16(32/63)	AM6(12) PM7(14)	12-14 (26/52)	23 (46/92)	15-20 (30/90)	30 (60/120)	35	4
32--S. PRESA	30(60)	17(34)	25(50)	30(60)	40(80)	40(80)	38	10
33--S. P. DEPOT	19(38)	AM10 P12(25)	18-20 (38)	35(70)	27(54)	28(56)	19	29
34--WOODLAWN	20(40)	A15(30) P10(20)	22(44)	30(60)	30(60)	30(60)	35	22
35--NEW BRAUNFELS	80	30	P40B70	70	35-70	--	RT38	--
36--ZARZAMORA	--	25	--	--	--	--	RT25	--
37--NO. STAR FLYER	Rush Only--AM40, PM45; Saturdays AM40, PM48						RT30	


DRAWN BY MAC SEBREE - 1969
N
I.H. 410
I.H. 10
WONDERLAND SHOPPING CITY
PASTEUR
CHERRY RIDGE
JACKSON RD.
WEST AVE.
VANCE
CLOWER
RECTOR
OBLATE
DRESDEN
ALLENA
WEIZZMANN
HILLWOOD
BASSE
NEER
CAPITOL
HERMOSA
FRESNO
BLANCO
SAN PEDRO
FLORES
MICHIGAN
CATALINA
HILDEBRAND
SUMMIT
BABCOCK
OZARK
FREDERICKSBURG
BANDERA
CHERYL
ADAMS
DICKINSON
DON ALDSON
GRAMERCY
HUISACHE
WOODLAWN
MAIDEN
HILLCREST
STA. MARIA
ST. CLOUD
CINCINNATI
CULEBRA
POPLAR
38 ST.
AURORA
PEREZ
24 ST
RUIZ
MARTIN
COMMERCE
McMULLEN
COLORADO
HOUSTON
MAIN
ASHBY
CASTROVILLE HWY.
TO LACKLAND A.F.B
CALLAGHAN
ACME
CASTROVILLE
GROWDON
34 ST.
RD.
EL PASO
27 ST.
24 ST.
CERALVO
BUENA VISTA
GUADALUPE
LAREDO
LEONA
PECOS
BRAZOS
LAREDO
FURNISH
CEVALLOS
BRONTE
HAMILTON
ZARAGORA
FRIO CITY RD.
GAYNOR
S. PARK
FLORIDA
BANDY
CUPPLES
KELLY
AIR FORCE BASE
KIRK
TAFT
THEO
PRO
NOGALITOS
MALONE
HUMBLE
DE SOTO
WINNIPEG
BILLY MITCHELL
DUNCAN
KELLY SHOPS
SOUTHCROSS HWY.
BYNUM
LAREDO
SOMERSET
ZARZAMORA
MILITARY DRIVE
TO LACKLAND A.F.B.
FERNDALE
OREY
DIVISION
J.H. 35
COMMERCIAL
HURON
WHITMAN
ROOSEVELT
WHITE
MILITARY
PLEASANTON



San Antonio
TRANSIT SYSTEM

NOTES to Service Table On Page 15:

(A) Base running times, downtown to outer terminal

(B) Through-routed with line indicated

( ) Denotes branch or short-turn service

* *

Route numbers used for map purposes only. Not used on bus signs.

Certain lines have reduced weekend evening and night service not shown on service table.

DATA gathered by Warren Quon

TEXAS--SATS (CONTINUED)

And finally, a SATS roster:

Coach Number	Make	Model/Serial Number	Comments
101-135	Southern	S45HF/4012-4046	
599	GM Coach	TDH4519/1551	Forward-facing seats, glass roof
600	GM Coach	TDH4519/1048(?)	Forward-facing seats, glass roof
601-607	GM Coach	TDH4517/556-561	
609-625	GM Coach	TDH4517/563-580	608 wrecked, scrapped
626-635	GM Coach	TDH4517/650-659	
636-645	GM Coach	TDH4517/1145/1154	
646-675	GM Coach	TDH4517/1461-1490	
676-705	GM Coach	TDH4519/006-035	
706-715	GM Coach	TDH4519/357-366	
716-725	GM Coach	TDH4519/743-752	
726-774	GM Coach	TDH4519/999-1047	
775-783	GM Coach	TDH4519/1542-1550	
784-798	GM Coach	TDH4519/1834-1848	
799	GM Coach	TDH4519/?	Replacement for 608; Mich. lights
1002	White	744/?	Parti-Cruiser

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				
Torrance Transit	343-345	GM Coach	T6H4521A/184-186	
Santa Monica Muni	5367-5374	GM Coach	T6H5305/192-199	
Gardena Mun BL	47-48	GM Coach	T6H4521/170, ?	Black windshield
Oceanside Transp	616-617	GM Coach	T6H4521/ ?	Black windshield
LBPTCo.	4558-4561	GM Coach	TDH4519/1167-1170	Correction to pvs. info.
USED BUSES				
Gray Line of LA	422	GM Coach	PD4106/1504	Ex Santa Fe B117
San Pedro Transit	101-102	GM Coach	TDH3610/1284,1283	Ex San Luis Tran 101-102
Lines	--	Twin	5252P/?	Ex ARTS/MCL/LAMTA 1010's
Crew Transit	--	GM Coach	PD4104/?	
Studio Transp Inc.	216	GM Coach	PD4104/?	Ex Intermountain Tran (?)
DISPOSITIONS				
Las Vegas Tran Sys	N142	GM Coach	TGH3102/1421	For sale in GLOLA yard
M&M Charter Lines	102-103	Mack	C45GT/2713,2711	To Jarretts Bus Sales,LA
Avalon-Carver	151,2483	GM Coach	TDH3714/265,367	To Jarretts, LA; orig.
Community Imp.				South Coast
Oceanside Transp	303-304	White	1144D/400017-400018	To Jarretts, LA
Suburban Transit	322	GM Coach	TDH4509/1950	To Jarretts, LA
Lines, Sacto.				
Gardena Mun BL	60-61	Yellow	TD4505/108,125	Unk
	70-73	Yellow	PG3701/037,040-042	Unk