PE PACIFIC ELECTRIC
BUS PHOTOS

The UNITED TRANSIT BOOSTERS have recently acquired the PACIFIC ELECTRIC bus negative collection of the late Stuart A. Liebman. Liebman was, in his day, one of the few bus photographers in the area, so it is doubtful that this collection could be equalled elsewhere.

Prints are available of any or all of these photographs. The price for the entire set of 182 is $18.00; individual photos are 20¢ each.

Numbers of the buses included in the collection follow. (Most can be identified from the roster in the April, 1969 issue of Western Transit.) Where there are several of the same class, modifications or different paint schemes are often included.

220
246
248
286
288
295
310
311(GM)
313
314
409
1501
1605
1609
1611
1655
1663
1676
1678
1686
1689
1692
1876
1911(2)
1914
1918
1922
2000
2007
2008
2021
2044
2066
2068
2071
2072
2075
2077
2078
2080
2081
2082
2083
2085
2086
2090
2092
2094
2100
2103
2105
2106
2107
2108
2109
2110
2111
2113
2120
2125(2)
2126
2150
2243
2247
2260
2263
2274
2277
2280
2300
2306
2308
2309
2310
2311
2317
2318
2319(2)
2323
2327
2332
2333
2334
2335
2336
2338
2339
2344
2345
2347
2348
2349
2351
2352
2353
2354
2358
2360
2361
2362
2363
2365(2)
2369
2372
2379
2384
2385
2396
2399
2401
2402
2403
2406
2407
2408
2409
2410(27)
2411(3)
2412
2418
2420
2501
2504
2505
2526
2528
2532
2602
2604
2644
2667
2669
2671
2681
2700(2)
2743
2791
2792
2840
3010
3014
3017
3356 LAMC
3357 Nos.

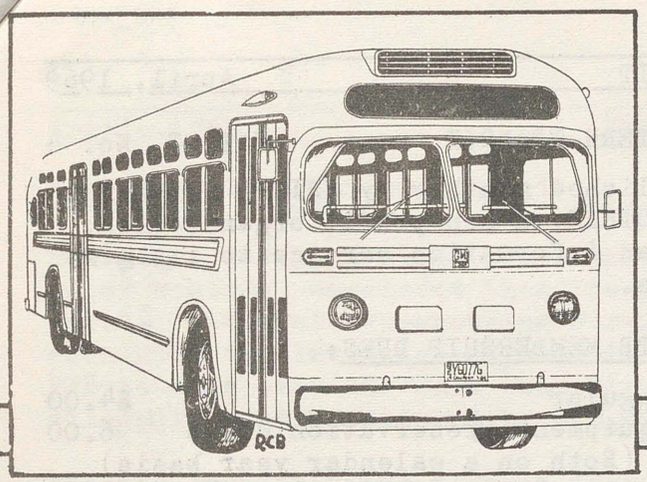
0279 M/W
0283 Equip.
01408

View N.Hollywood bus yard
View 2526,2688, 2647 & 2617

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UNITED TRANSIT BOOSTERS
April 1969



Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 4 April, 1969 Sixteen Pages

C A L I F O R N I A

ANAHEIM JITNEY SYSTEMS (AJS)

ANAHEIM: The AJS route between the Disneyland Hotel and the Grand Hotel has been discontinued upon AIRPORT COACH SERVICE's resumption of service to the Disneyland Hotel. Coach 143, a Flxette that was used on this route has been returned to STUDIO TRANSPORTATION INC. (See Equipment Report.)

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC instituted several schedule changes on January 26 including the following:

Route B--ALLIED GARDENS-FAIRMOUNT PARK-NATIONAL CITY had all Saturday service eliminated. Previously an hourly headway (6:00AM-7:00PM) existed. Weekday service remains the same.

Route F--LEMON GROVE-LA MESA was rerouted in the East San Diego area via Market, 51st, Lowell, Kelton, Pyramid, Kenwood, Pitta, Market, Iona, Kenwood, 60th, Broadway and then via previous route. Monday through Friday base headways were altered from 90-minutely to 105-minutely.

Route J--PACIFIC BEACH-KEARNEY MESA-INDUSTRIAL PARK Saturday service was changed to operate between Pacific Beach and Kearney Mesa Blvd. and Balboa Ave. on an hour headway, similar to the Sunday operation.

Route 7--UNIVERSITY AVENUE was revised to include an extension downtown from Harbor & Broadway to Harbor & Market. Also all trips formerly scheduled to terminate at 48th & University were extended to 54th Street, permitting connections with Route 5--MARKET STREET-CLAIREMONT.

After years of sliding patronage, SDTC fortunes took a turn for the better last year. Total passenger count in 1968 was 17,130,808, compared with 15,111,419 in 1967--a 13.4 per cent increase. The system has announced plans to re-evaluate present schedules and increase service where needed and will develop a plan to provide service across the San Diego-Coronado Bridge when it is completed.

AIRPORT SERVICE, INC. (ASI)

LOS ANGELES: ASI's LOS ANGELES INTERNATIONAL AIRPORT-ORANGE COUNTY AIRPORT route has been rescheduled to provide only one daily round trip to OCA with two other trips terminating at the Sheraton Inn in Huntington Beach. Previously there were four trips to Orange County Airport. The last round trip of the night on the LOS ANGELES INTERNATIONAL AIRPORT-LONG BEACH route was also discontinued, all of these changes effective on February 16.

UTB Club News

MEETING NOTICE

May Regular Meeting:

Date: May 11, 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

June Regular Meeting:

Date: June 8, 1969 (time and place as above)

⊕ ⊕ ⊕ ⊕

New U. T. B. Member

#76 Falcon Charter Service
(Alan T. Smith)

Our first company member
--welcome aboard!

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

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A Los Angeles County grand jury voted to inquire into alleged irregularities in RTD's sale of surplus diesel and trolley coaches, and the 1967 purchase of PASADENA and INGLEWOOD CITY LINES. The jury scheduled a formal inquiry for April 19 after hearing evidence gathered by the district attorney's office during a six-month investigation.

It was expected that the activities of Dale W. Barratt, former RTD general manager (now operator of UNION STREET RAILWAY's SALE LAKE CITY LINES) and Raymond W. Gareau, former RTD operations manager, would come under special scrutiny. The district attorney's office has questioned RTD's sale of 107 trolley coaches, 50 GMC TDH5103's and the purchase of the two bus systems.

Lowell Bearing Co. purchased the 107 TB's for $37,450, then resold them to Mexico City for more than $125,000. Although it was alleged that Barratt and Gareau had

WESTERN TRANSIT Vol. 7, No. 4

Published monthly by UNITED TRANSIT BOOSTERS, a non-profit organization, as an information service to its members.

UTB MEMBERSHIP DUES:

Regular $4.00
Equipment Preservation Class 6.00
(Both on a calendar year basis)
Membership information and application blanks may be obtained from the business office.

SUBSCRIPTION RATE:
Western Transit is available to non-members at the following rates:
Per calendar year $3.00
Price per single copy 35

U. T. B. BUSINESS & EDITORIAL ADDRESS

1167 North Serrano Avenue
Los Angeles, California 90029
Telephone: (213) 465-0522

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CALIFORNIA--SCRTD (CONTINUED)

had prior dealings with Lowell Bearing, RTD's consultant, DeLeuw, Cather & Co., after a study, concluded that the price received by RTD was "reasonable and proper." Interstate Warehousing Services, Inc., bought the 50 5103's for $2,200 each with the intention of reselling them for $3,500 each. After Barratt left RTD to take over the Salt Lake City carrier, the same 50 coaches--which had allegedly been handpicked by RTD officials for Interstate--wound up in Salt Lake.

The Los Angeles Times alleged that RTD bought PASADENA CITY LINES for $200,000 after the system had been offered to the City of Pasadena for $140,000, although the newspaper did not report on what other considerations may have been a factor.

Bad weather caused severe drops in patronage and revenue in both January and February. A combination of bad weather and construction projects caused major detours late in February on the lines (principally 24, 56 and 86) normally entering downtown Los Angeles via the Pasadena Freeway. These buses were operating via North Broadway instead.

A major new advertising program has been adopted. Television stations will be the principal medium employed, using the same spot commercials as in the previous "Extracar" campaign. The "Transit Topics" column will be dropped, except for certain newspapers serving special-interest groups.

In addition to the previously-reported 2113 and 6210, coach 6205 now has a metal screen behind the driver's seat.

The following coaches have been repainted in the RTD's Saddle Tan, Chrome Yellow and White paint scheme since our last report: 5134, 5456, 5805, 5837, 5839, 5843, 5846, 5881, 5886, 5923, 5925, 5927, 5930, 5934, 5936, 5939, 5944, 5954, 5979, 5985, 5998.

PACIFIC ELECTRIC RAILWAY and METROPOLITAN COACH LINES

(Editor's Note: Western Transit this month presents a special historical feature by Lazear Israel, detailing a motor coach roster of these companies spanning the years 1938 to 1958 along with some comments about this fleet.)

Over the years, PE and MCL operated a fleet of motor coaches that included variety, oddities and several historically signifigant units. Most of this equipment is listed in the accompanying roster. This is not an all-time roster, but a good share of the early-day equipment survived long enough to be included.

Most of the major manufacturers are represented. The outstanding exception is ACF, but ACF-Brill demonstrators were tried by PE about 1949. In addition, MOTOR TRANSIT was one of the few pioneer operators that manufactured its own buses.

Every known engine placement could be found in the PE roster, including "hood-in-back." The locally-built (Inglewood) Austins introduced the transverse-rear engine and angle-drive combination that was later adopted by General Motors. The Austins differed from subsequent designs in that the engine compartment was outside the bus body. (These buses were described and illustrated in a bulletin published in 1965 by the Motor Bus Society.) PE actually owned five of these, but the other two were operated by LOS ANGELES MOTOR COACH.

Many PE buses were a compromise between standard transit and intercity designs.

CALIFORNIA--PERy and MCL (CONTINUED)

For example, the 1650's, 1675's, 1910's, 2000's, 2025's, 2050's, 2100's and 2500's were all transit models modified with platform-mounted highback seats. Most of these also had underfloor baggage compartments. The 2500's were, in some respects, a forerunner for GM's present suburban line. All of the TDH-5103's had oversize seats in a special configuration. The PG-3701's and PDA-4101's had reclining seats, but MCL 200-202 had recliners. Interestingly, the PG-3701's had transit-type folding doors.

PE operated the first fleet of TDH-5103's and the first fleet of air-ride GM's (2900-2934). PE 2639-2677 were originally LAMC 4300's, part of the first fleet of standee-window TD-45's that introduced to the nation a design that survives to this day in the TD-35. The LOS ANGELES RAILWAY-owned LAMC 4200's, however, had the lower serial numbers so were probably built first. PE 2150, the first example of Twin's 52-seat model, first came to PE as a demonstrator. PE 2700 was the only TDH-4510 outside of New York City.

Several passenger-baggage combination buses were operated. These were assigned principally to SP train-connection services. The last of these was 220, which operated between the Pasadena and Alhambra SP stations.

Some explanation is in order regarding three other operations owned, at least in part, by PE or MCL. These are MOTOR TRANSIT LINES, LOS ANGELES MOTOR COACH, and ASBURY RAPID TRANSIT.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of April, 1964)

+State legislature considers bills for creation of MARIN COUNTY TRANSIT DISTRICT and WEST BAY RAPID TRANSIT AUTHORITY.

+PENINSULA TRANSIT LINES ends six-month trial service in Menlo Park operated with a partial city subsidy.

+SAN DIEGO TRANSIT SYSTEM begins serving "Sea World" on its Route T--CROWN POINT.

MTC was a major independent operator in the 1920's. Its routes largely overlapped those of PE, but also extended to the mountain areas east of San Bernardino and Riverside, and to Laguna Beach and beyond. From 1930 to 1936, all stock of Motor Transit was owned by PE and GREYHOUND, PE holding a two-thirds interest. This arrangement was dissolved in 1936, when Greyhound received title to Motor Transit's Los Angeles station at 5th and Los Angeles streets, and PE became sole owner of Motor Transit. Many Motor Transit routes were abandoned or sold from time to time, while others (such as LOS ANGELES-SAN BERNARDINO and LOS ANGELES-SANTA ANA) were expanded to replace PE rail services. Eventually, MT and PE operations were merged in most respects, but the old influences survive to this day with SCRTD and Greyhound sharing stations and honoring each other's tickets. Many PE buses were also lettered "MOTOR TRANSIT LINES" until about 1950, regardless of whether they were assigned to those routes.

Los Angeles Motor Coach was a joint operating agency of PE and LARy (later LOS ANGELES TRANSIT LINES). Although LAMC was operated as a semi-autonomous unit, its major physical assets were owned directly by one or the other of its parents. In the case of buses, the roster was about equally divided at any time between PE-owned and LARy-owned vehicles. In some cases these were alternately numbered in the same series, in others they were in separate series or even of different makes or models. All were lettered LAMC and painted in LAMC's own livery that combined LARy yellow and PE red. LAMC was dissolved in 1949, at

CALIFORNIA--PERy and MCL (CONTINUED)

which time the routes were divided between PE and LATL, each transferring to its own fleet the buses then assigned by it to LAMC. There was, however, one exception. Thirteen White 798's, previously owned by LATL and operated by LAMC were traded to PE for LAMC's Virgil garage (previously owned by PE) and spare parts stocks. LAMC buses, as such, are not included in this roster. LAMC's lines, and some of its equipment, were reunited, eventually, under LAMTA.

Asbury Rapid Transit was purchased from its former owner by MCL in 1954, but separately operated thereafter as a wholly-owned subsidiary. For reasons of operating convenience, various MCL diesel GM's were leased to ART and ART propane Twins to MCL and relettered accordingly starting in 1955. Since the Metro and Asbury rosters were otherwise separate, these transfers are not recorded here. Generally, high-numbered 2600's and high-numbered 2800's were the coaches assigned to Asbury. Twin 2150 also went to Asbury.

PACIFIC ELECTRIC RAILWAY - METROPOLITAN COACH LINES

Motor Coach Roster - 1938 to 1958

Coach Number	Builder	Model/Serial Numbers	Year	Seat	Fuel	Notes
100-102	Austin		1933	22	Gas	
130-131	P&C/Ford		1936	22	Gas	
200-202	GM Coach	TDM4515/272-274	1956	41	Diesel	
217	Fageol		1928	15	Gas	Comb.
220	Yellow	PG2505/056	1941	14	Gas	Comb.
225-232	GM Coach	PDA4101/311-318	1950	45	Diesel	
240-249	Twin	23R	1937	25	Gas	
250-261	Twin	/22007-22018	1930	24	Gas	All except 253-255 to GCL
251-267	GM Coach	TDM4515/080-096	1955	45	Diesel	
262-273	Twin	30A/25002-25013	1931	26	Gas	To GCL
274-279	Twin	30S/25584S-25589S	1934	26	Gas	All but 276 GCL
283-298	Twin	23R	1936	25	Gas	To PCL
301-330	GM Coach	TDH4801/036-065	1953	48	Diesel	Blt.for KSTL, del.new to MCL
310-314	Twin	31R	1937	31	Gas	
315-317	Twin	30R	1940	31	Gas	
350-372	Fageol	/20675-20697	1921	28	Gas	367,370 to GCL, remainder to PCL
400-409	Twin		1929	40	Gas	
400-499	GM Coach	TDH4801/066-165	1954	48	Diesel	
415-429	Yellow	718	1936	40	Gas	To LAMC
430-437	Yellow	718	1937	40	Gas	
500-503	Yellow	17-Transit	1935	17	Gas	
501-583	GM Coach	TDH4801/266-348	1955	48	Diesel	
600-619	GM Coach	TDH4801/349-368	1956	48	Diesel	
1478,1479 1485	Mtr Transit	El Dorado	1926	25	Gas	Ex-MT
1489,1492 1494	Mtr Transit	El Dorado	1927	25	Gas	Ex-MT
1501	Twin	30S	1934	12	Gas	Ex-MT comb.
1502-1503	Twin	30S	1934	26	Gas	Ex-MT
1600-1614	Mack/Crown	BC chassis	1936	29	Gas	Ex-MT

CALIFORNIA--PERy and MCL (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Year	Seat	Fuel	Notes
1650-1664	Twin	40R	1937	41	Gas	Ex-MT
1675-1684	Mack	CT	1937	39	Gas	Ex-MT
1685-1694	Yellow	PG3701/036-045	1940	41	Gas	Conv.to diesel
1700-1706	Mtr Transit	El Dorado	1927	33	Gas	Ex-MT
1707-1708	Mtr Transit	El Dorado	1928	33	Gas	Ex-MT
1800-1805	Mtr Transit	El Dorado	1928	33	Gas	Ex-MT
1806-1811	Mtr Transit	El Dorado	1929	33	Gas	Ex-MT
1850-1852	Mtr Transit	El Dorado	1929	25	Gas	Ex-MT
1875	Mtr Transit	El Dorado	1929	33	Gas	Ex-MT
1876,1877, 1879-1881	Mtr Transit	El Dorado	1930	33	Gas	Ex-MT
1910-1924	Twin	35RL Spcl.	1940	37	Gas	
2000-2023	White	788-6	1940	41	Gas	
2025-2049	White	798-6	1942	45	Gas	
2050-2094	White	798-6	1941	45	Gas	
2100-2124	Twin	41G	1940	41	Gas	
2125-2129	Twin	44D-45	1947	44	Gas	
2150	Twin	52S-2/1	1950	52	Gas-Propane	
2200-2219	White	798	1942	45	Gas	Renum 2300-2319
2220-2260	White	798	1947	44	Gas	
2261-2289	White	798	1947	44	Gas	
2300-2319	White	798	1942	45	Gas	Ex-2200-2219
2320-2324	White	798	1942	44	Gas	
2325-2379	White	798	1944	44	Gas	
2380-2394	White	798	1945	44	Gas	
2395-2409	White	798	1944	44	Gas	Ex-LAMC
2410-2422	White	798	1945	44	Gas	Ex-LAMC (LATL)
2500-2534	Yellow	TD4505/103-137	1941	45	Diesel	
2600-2618	GM Coach	TD4507/1094-1098, 1093-1080	1947	45	Diesel	Ex-LAMC
2619-2638	GM Coach	TD-4507/155-136	1946	45	Diesel	Ex-LAMC
2639-2677	Yellow	TD4502/049-062, 064-088	1940	45	Diesel	Ex-LAMC
2678-2692	GM Coach	TD4506/018-032	1945	45	Diesel	Ex-LAMC
2693-2699	GM Coach	TD4506/125-131	1945	45	Diesel	Ex-LAMC
2700	GM Coach	TDH4510/501	1950	39	Diesel	
2701-2824	GM Coach	TDH5103/002-125	1950	48	Diesel	
2825-2854	GM Coach	TDH5103/302-331	1951	48	Diesel	
2855-2889	GM Coach	TDH5103/557-591	1951	48	Diesel	
2900-2934	GM Coach	TDH4801/001-035	1953	48	Diesel	
3000-3024	White	798	1948	44	Gas	

AIRPORTRANSIT (APT)

LOS ANGELES: APT, beginning on January 20, took over operation of the former VENTURA COUNTY TRANSPORTATION CO. and incorporated VCTC's route with APT's LOS ANGELES INTERNATIONAL AIRPORT-SAN FERNANDO VALLEY route. Four trips daily are still operated to and from Ventura and 10 trips into the San Fernando Valley. New stops have been established at Woodland Hills and Sherman Oaks.

CALIFORNIA (CONTINUED)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Effective March 5 the LOS ANGELES-FRESNO V. I. P. SERVICE was discontinued. The only remains of the service will be a northbound trip on Friday, Saturday and Sunday leaving Los Angeles at 5:00PM.

Coach 7616 (PD4104/4789) has been sold to the People's National Bank of Seattle for use as a traveling bank serving cities in the Columbia River Basin. The coach features a loan office, business machines, air conditioning, carpeting, a two-way radio and a restroom, according to Canadian Coach, publication of the B. C. TRANSIT SOCIETY.

Coaches 7556 and 7562 (GMC PD-4104's) are now equipped with fare boxes and are in use regularly on the LONG BEACH-SANTA MONICA local line.

WGL's newest bus terminal was opened in Salt Lake City recently. The half-million dollar structure is located near the Civic Auditorium complex at Temple and First West streets. The main terminal has two wings--one housing the Post House Restaurant, the other the Greyhound Package Express. Twenty-nine WGL schedules are operated in and out of the Salt Lake City terminal daily, with 21 LAKE SHORE MOTOR COACH LINES trips originating or terminating there. Salt Lake City is a main transfer point for package express destined to northwest locations. To facilitate this transfer, a separate building has been constructed. Another separate structure is a new maintenance center at which buses are serviced.

Another new depot was opened by WGL at Barstow, California. Located at First and Williams streets, one block from the center of town (the former location was on the edge of town) the depot features a Post House Cafeteria, games area, cocktail lounge, 25-car parking lot and seven loading slips for buses.

COMMUNITY ENTERPRISES, INC. (CEI)

SAN DIEGO: Intermark Investing Inc. of La Jolla has announced a preliminary agreement calling for acquisition of CEI, operator of charter and school buses from San Diego to Alameda County. Revenue of $2.8 million annually is derived from school contract operations. SAN CLEMENTE STAGE LINES and COMMUNITY CHARTER BUS SYSTEM of Stanton are two CEI properties.

GAFFEY BUS LINES (GBL)

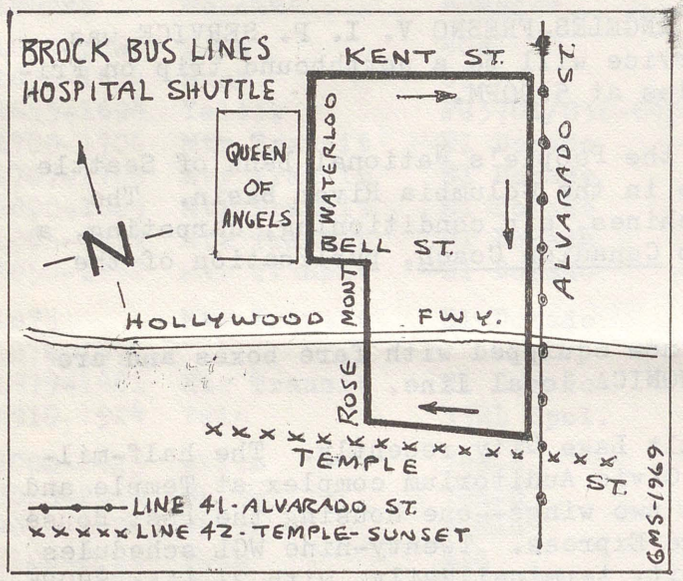
SAN PEDRO: GBL is believed to be the new operator of the BARTON HILLS and GAFFEY routes of the SAN PEDRO MOTOR BUS COMPANY. The two routes have been combined for operational purposes. GAFFEY formerly operated on a 15-minute all day headwith with four rush trips on the GAFFEY-PALISADES extension. Schedules now call for half-hourly service and two trips on the extension. Sunday service was adjusted from 30 to 35-minutely. The BARTON HILLS route was changed from 20-minute service (10-minute PM peak) to half-hourly all day Monday-Saturday.

OBITUARY

CHARLES HENRY TANNER, 67, president of the former TANNER MOTOR TOURS LTD. and a director of Transport Indemnity Insurance Company died March 1. TMTL sold out to GRAY LINE OF LOS ANGELES in 1965 and Tanner retired at that time.

CALIFORNIA (CONTINUED)

BROCK BUS LINES (BBL)



LOS ANGELES: BBL of Glendale, in co-operation with the Queen of Angels Hospital in Los Angeles, is operating a free shuttle bus for the benefit of hospital employes. The bus is operated on a 10-minute headway during shift changes. BBL #14, a GMC 17-seat engine-in-front school bus, displaying a "QUEEN OF ANGELS HILLTOPPER" metal headsign, furnishes the service.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: SJCL has received permission from the Public Utilities Commission to eliminate tokens selling at 5/95¢, but retain the present 25¢ single fare. School tickets were raised from 20/$2 to 20/$2.50 (WT 1/69). The commission also modified its bus replacement order by providing that the company "shall acquire 19 new motor buses in replacement of older buses prior to January 1, 1973" rather than the previous January 1, 1969 date.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Twelve new General Motors T6H-4521 "New Look" motor coaches are now in service on SBMTD routes, replacing all old equipment in the city. The buses are numbered 200-211 (See Equipment Report).

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: With the arrival of 30 new GMC T6H-5305 coaches in April and May, some 25 older TDH-4507 coaches are to be placed in storage at each of the three ACCTD operating divisions. This "storage" may mean possible sale at a later date, but they also will be used as a source of parts for the remaining 150 TDH-4507 buses left on the property. Storage was to be as follows:

Emeryville Division

ACCTD No.	Serial
1731	TDH4507/1458
1736	" 1480
1737	" 1446
1740	" 1443
1743	" 1447
1749	" 1486
1752	" 1481
1757	" 1482
1770	" 1514
1779	" 1503
1783	" 1510

Total - 11

Richmond Division

ACCTD No.	Serial
1700	TDH4507/1440
1701	" 1464
1702	" 1457
1707	" 1466
1711	" 1445
*1714	" 1439

Total - 6

*1714 in storage at Emeryville as of 2/69 due to a "front end" accident along with a poor power train. Inside being stripped for parts.

Seminary Division

ACCTD No.	Serial
1803	TDH4507/1505
1806	" 1561
1810	" 1548
1812	" 1558
1822	" 1581
1844	" 1649
1849	" 1574
1860	" 2733

Total - 8

CALIFORNIA--ACCTD (CONTINUED)

All engine "semi" repairs and rebuildings and engine changeouts are being performed at Emeryville Division to centralize the Unit Room and also to have most of the required parts in one place. This centralization has also enabled ACCTD to permit a number of retirements in the Maintenance Department this past year without replacement.

A new division sign-up went into effect March 2, 3 and 8, and the following service changes were made effective with the sign-up:

Route E--SAN FRANCISCO-CLAREMONT: One weekday AM peak trip added to leave Domingo Ave. at 6:35AM arriving San Francisco Eastbay Terminal at 7:02AM.

Route F--SAN FRANCISCO-BERKELEY via SHATTUCK AVE. Additional 7-day trips extended from Solano and The Alameda to Solano and San Pablo, primarily affecting late afternoon, evening and night services.

Route L-1--SAN FRANCISCO-RICHMOND: One weekday AM trip added to leave Dam Road and Road #20 (El Sobrante) at 6:16AM, arriving S. F. EBT at 6:51AM. One weekday PM trip Rt. L-1B to leave S. F. EBT at 4:40PM to Hilltop and U. S. Highway 40 (San Pablo) at 5:38PM.

Route N--SAN FRANCISCO-SAN LEANDRO-EAST OAKLAND: Five weekday AM trips (Rt. N-X) to go into service at 106th and MacArthur Blvd. via Estudillo and Bancraft. Also Rt. N trip leaving S. F. EBT at 3:56PM to Estudillo changed to leave S. F. EBT at 4:07PM as Rt. N-X to Estudillo. One additional Rt. N (local) trip to leave S. F. EBT at 4:00PM to High St.

Route S--SAN FRANCISCO-SAN LORENZO: One weekday AM trip added to leave Winton and Hesperian at 6:52AM to S. F. EBT at 7:45AM; one PM trip added to leave S. F. EBT at 4:48PM to Tennyson Rd. at 5:43PM.

Route 7--ARLINGTON AVE.-EUCLID AVE. School days minor service adjustment in PM due to Berkeley High West Campus changing school hours.

Route 15--BERKELEY-NORTH OAKLAND-EAST OAKLAND: Nights and Sundays Rt. 15 Knoll Ave. to make Rt. 15-D Carson and Davenport loop.

Route 34AC--OAKLAND-SAN LEANDRO EXPRESS: One trip added PM weekdays to leave Jack London Square at 4:08PM as Rt. 34AC Express to High Street and then via MacArthur Blvd. to Marshall St. in Castro Valley at 5:04PM.

Route 40--OAKLAND-EAST OAKLAND-SAN LEANDRO via FOOTHILL BLVD. Additional 7-day trips extended to San Leandro Memorial Hospital.

Route 64--23RD AVE.-SAN JOSE AVE. Trip leaving Randolph and MacArthur at 6:30AM extended through South Shore Shopping Center to serve Alameda Hospital.

Route 68--GARVIN-ARLINGTON-BARRETT-EL CERRITO PLAZA: Early AM, late PM trips curtailed weekdays and Saturdays.

Route 91--CASTRO VALLEY-HAYWARD-SLEEPY HOLLOW-PORTSMOUTH: Weekday trip leaving Lake Chabot Rd. at 5:37PM and arriving B and Mission (Hayward) at 6:05PM extended to Sleepy Hollow at 6:28PM. The 6:11PM trip leaving B and Mission to Castro Valley operated by turn-in Rt. 30.

Route 91-A--HAYWARD-CALIFORNIA STATE COLLEGE AT HAYWARD: One trip added weekdays leaving B and Main (Hayward) at 6:13PM to California State College at 6:25PM and to B and Main at 6:36PM.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: SFMRy was expected, almost momentarily, to place its order for 200 new diesel coaches for which bids were opened in February in order to have the first units in service by June. Muni will buy 180 GM T8H-5305's, 10 T8H-5305A's and 10 Flxible 111-CC-C1 long, wide buses. Approval was granted in mid-February by the Internal Revenue Service for tax-exempt status on the bonds to be

CALIFORNIA--SFMRy (CONTINUED)

issued by the MUNICIPAL RAILWAY IMPROVEMENT CORP., the last obstacle before purchase of any new equipment.

Here is the schedule for replacement of the fleet; following it is our analysis of what this will mean:

Fiscal 1968-69--200 diesel buses
Fiscal 1969-70--200 diesel and 25 minibuses
Fiscal 1970-71--200 diesel and 25 minibuses and 60 rail transit cars
Fiscal 1971-72--80 electric trolley coaches
Fiscal 1972-73--80 electric trolley coaches

The current fleet consists of (approximately) 105 PCC streetcars, 340 trolley coaches and 520 motor buses, of which 449 are Macks and 70-odd are Whites.

Streetcars: Practically all of the 105 PCC's are used on weekdays on the system's five routes. We understand that the new cars will be of the DuWag 3-unit articulated design, and will seat upward of 100 passengers. This large capacity could reduce the number of cars needed. It is presumed that these extra-large cars will be used primarily on the Twin Peaks Lines (K--INGLESIDE, L--TARAVAL, and M--OCEAN VIEW). Perhaps some of the present PCC's will be kept for the J--CHURCH line, if in fact it is not converted to bus operation feeding into the subway station at Market and Church streets. The new cars should arrive shortly after the new subway is in use by Muni.

Trolley Coaches: The fact that the replacement plan calls for the purchase of only 160 new TB's gives strong indications that the number of trolley coach lines will be cut down. Presumably, half of the TB lines will be converted to bus operation, requiring 180-200 of the new diesels.

Motor Buses: Since 520 buses are now operated (including spares) and since there will be only 400-420 new replacement buses available, it would seem that Muni expects to retain 50-100 of the newest Macks. Use of the 50 minibuses is not entirely clear at this point; probably they will go on three "shopper's shuttles" and perhaps elsewhere. However, we wonder if they won't also be used on some of the regular shuttle lines, including 39--COIT, allowing the retirement of the three 784-model Whites.

FALCON CHARTER SERVICE (FCS)

SAN FRANCISCO: Operating under Charter Permit 3-A, FCS provides charter service exclusively with yards in both San Francisco and San Jose. An all-time roster is presented as our "Roster of the Month."

Coach Number	Builder	Model/Serial Numbers	Seats	Year	Notes	Sold To
31	GM Coach	PD4104/201	41	1953	Ex-CGL 1551	
32	GM Coach	PD4104/845	45	1954	Ex-WGL 7118	
33	GM Coach	PD4104/3243	38R	1958	Ex-WGL 8671	
34	GM Coach	PD4104/3172	45	1958	Ex-WGL 8600	
35	GM Coach	PD4903/191	49	1968	Bought new	
51	GM Coach	PD4103/721	41	1951	Ex-WGL 7318	Smith's Chtr
52	GM Coach	PD4103/845	41	1951	Ex-SGL 5273	Smith's Chtr
59	GM Coach	PD4151/293	41	1948	Ex-Harbor 59	Ralph Harbor

(Roster Continued on Page 11)

CALIFORNIA--LATDP (CONTINUED)

merce industrial area (TB 7/67, 11/67). The fare charged is 15¢ and after some 16 months of operation daily patronage averages 200 and efforts are now being made to increase this figure.

The third project -- and probably the biggest -- involves community organizations. The EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSN. (See TB 2/68 for roster) was established to provide service from the Belvedere, Boyle Heights, Hollenbeck and Lincoln Heights areas to the industrial developments in Pomona, Fullerton, Santa Monica, Burbank, Douglas Aircraft in Long Beach, Long Beach Naval Shipyard and Los Angeles International Airport. Somewhat regular routes and schedules were set up and operated.

The AVALON-CARVER COMMUNITY CENTER was started to provide service from an area bounded roughly by Slauson Avenue on the south, Alameda St. on the east, Olympic Blvd./San Pedro St./Exposition Blvd. on the north and Fourth Avenue on the west to the industrial areas of Pomona, Fullerton, Santa Monica, Burbank, Douglas of Long Beach, Harbor General Hospital and Torrance.

The WATTS-COMPTON IMPROVEMENT ASSN. operated from a South Side area bounded by Rosecrans Ave. on the south, Alameda St. on the east, Slauson Ave. on the north and Vermont Ave. on the west to the same industrial areas as the AVALON-CARVER group.

To ride the buses of any of the three groups all passengers had to be bona fide employes of industries located within the industrial areas, or persons seeking employment in the areas. Normally fares are paid weekly and in advance. (Sample fares are listed in TB 2/68).

The community bus systems have been the least successful of the three projects. Employe turnover at the industries is high and the loads have been small and unstable. Within the last two months AVALON-CARVER's operative rights were transferred to the WATTS-COMPTON group and, in turn, the WCIA rights which now include ACCC's were transferred to the WATTS LABOR COMMUNITY ACTION COMMITTEE.

The entire project now has $700,000 in unspent federal funds and another half-million to a million will be sought from the federal government to continue the community projects through ELACIA and WLCAC, but using a group of new 12-passenger wagon-buses which would also begin serving certain regional shopping centers. This service, along with the EASTERN CITIES route, will continue for an additional year.

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
Calaveras Transit Co.	2-7-69	Asking to extend service from Murphys to Bear Valley and Lake Alpine and Arnold, and to set a 50¢ minimum fare.
Sequoia Stages, dba Eastshore Lines	2-13-69	Seeking to extend service Novato to San Francisco.
Antelope Valley Bus	2-13-69	Seeking to extend service to the Newhall service territory.

CALIFORNIA--FCS (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Seats	Year	Notes	Sold To
60	GM Coach	PD3751/224	37	1948	Ex-ESL 309	Cupertino Charter
65	Flxible	VL100/10154	37	1955	Ex-ABL6408	W.Valley Charter
71	Yellow	TD4505/883	47	1942	Ex-ESL 407	Emerald Charter
72	GM Coach	TD4506/320	45	1946	Ex-Diablo	Emerald
73	GM Coach	TDM4509/328	45	1952	Ex-ESL 413	
74	GM Coach	TDM4515/096	45	1955	Ex-LAMTA2024	
75	GM Coach	TDM4515/095	45	1955	Ex-LAMTA2023	
76	GM Coach	TDM4515/030	41	1954	Ex-WGL P936	
77	GM Coach	TDM4515/027	41	1954	Ex-WGL P933	
78	GM Coach	TDM5108/015	53	1953	Ex-VK Lines302	
91	Yellow	TD4502/055	45	1940	Ex-ESL 420	ESL
95	Crown	Crown	45	1957	Ex-GLOSF	Leased

Notes: R-Restroom equipped. GLOSF-Gray Line of San Francisco. CGL-Central Greyhound Lines. WGL-Western Greyhound Lines. SGL-Southern Greyhound Lines. ESL-Eastshore Lines. ABL-American Buslines, Inc. LAMTA-Los Angeles Metropolitan Transit Authority. #34 had restroom removed.

LOS ANGELES TRANSIT DEMONSTRATION PROJECTS

LOS ANGELES: On March 18 directors of the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT voted to incorporate Route 100-CENTURY BLVD. into the regular RTD route structure even though federal subsidies have ended (fare will go from 25¢ to 30¢ as is charged on other RTD lines). The Century Blvd. operation was one of three projects undertaken in the area to test the role public transit could play in helping South and East Los Angeles residents find and keep jobs.

The question arises--just how successful have these experiments been?

The projects were undertaken by the State Business and Transportation Agency in mid 1966 with a $2.7 million grant from the U. S. Department of Housing and Urban Development and dubbed Project CAL-MTD-9. The three projects included establishment of two regular transit routes and a series of community home-to-work bus operations sponsored by three different agencies.

RTD's Century Blvd. route was the first project and it was started July 5, 1966. The initial route operated between Watts (103rd St. and Gorman Ave.) and the Los Angeles International Airport via 103rd St., Avalon Blvd. and Century Blvd. and provided the first crosstown transit service on this street. On Sept. 18, 1966 the line was extended eastward from Watts to Lynwood (Century Blvd. and Imperial Highway). Weekday headways of 20 minutes, half hourly on Saturday and hourly on Sunday were in effect between July, 1966 and January 26, 1969. On that date schedules were revised to 30 minutely on weekdays (20 minute rush hour service) 45 minutely on Saturday and hourly on Sunday. RTD says the route is carrying 17 per cent more riders than last year and there is hope the operation will be able to at least break even.

The second route was established by EASTERN CITIES TRANSIT, INC. on November 1, 1967. This service, which operates Monday through Friday on a half-hourly headway between 6:25AM and 5:55PM, connects East Los Angeles with the City of Com-

H A W A I I

CITY OF HONOLULU

HONOLULU: The City of Honolulu will request federal aid, the exact amount unspecified, for the city's transit program which will include the acquisition of new buses, extension of existing bus services and for planning and engineering on a proposed rail rapid transit system.

A total of $900,000 has already been appropriated by the city council this fiscal year for new bus services. Rocco A. Mancini, the city's transportation coordinator, said Honolulu will attract more than two million visitors in 1970 and will have a permanent population of more than 850,000 by then.

C O L O R A D O

ENGLEWOOD-LITTLETON-FORT LOGAN BUS LINE (ELFLBL)

ENGLEWOOD: The southern Denver suburbs of Englewood and Littleton have approved an application to DOT for a 2/3 grant to cover a $90,000 purchase of three new buses. The bus company is now operated by Ernest Herbertson under a contract with the cities of Englewood and Littleton whereby they pay $1,000 a year for gasoline and $1,600 for insurance. Herbertson now operates one GM TGH-2708, one TGH-3101 and an Ex-DENVER TRAMWAY Mack C-47DT "New Look" version.

If the federal grant is received, the bus company would become the property of the two cities; service would be extended in the Englewood area, to the Scenic View area and to northeast Englewood; there would be no service extensions in Littleton. The Englewood extensions could cost that city an additional $3,000 in fuel and up to $8,400 for insurance. The entire plan must have the approval of the Denver Regional Council of Governments before it can be forwarded to DOT for final approval.

O R E G O N

ROSE CITY TRANSIT CO. (RCTCo.)

PORTLAND: The last large West Coast city to operate a privately-owned transit system probably won't hold that distinction after June 1. RCTC's franchise with the City of Portland reportedly will end at that time; the city plans to take advantage of a clause in the franchise agreement to purchase the company's plant, property and equipment--the city need only purchase the 75 newest buses. If the city chooses, it apparently has the option to lease instead of purchase the property.

All of this activity has been brought about by RCTCo.'s latest fare increase application--one that would see Portland's basic fare going from 35¢ to 40¢. Under the present franchise, the company has the right to earn a certain profit (around 4 or 5 per cent) and can request a fare increase at any time after three consecutive months of earnings less than that rate. The city has the option of approving the fare increase or purchasing the company.

Rose City Transit Co. is a wholly-owned subsidiary of PORTLAND TRANSIT CO., whose headquarters are in San Francisco. Another wholly-owned subsidiary of PTCo. is the LANDPORT Co. The corporate structure works this way: Landport owns all equipment, plant and property; Rose City holds the franchise and operates the equipment which it leases from Landport; Portland is simply a holding company.

OREGON (CONTINUED)

HAMMAN STAGE LINES (HSL)

SALEM: The Interstate Commerce Commission has approved transfer of the certificate of THE VALLEY STAGES of Salem to HAMMAN STAGE LINES, also of Salem. TVS has authority to operate between Salem and Silverton, Ore., Silverton and Woodburg, Ore., Salem and Dallas, Ore., Monmouth and McMinnville, Ore., Salem and Independence, Ore., and Monmouth and Corvallis, Ore.

T E X A S

TEXAS BUS LINES (TBL)

GALVESTON: TBL added, beginning February 15, one round trip between Houston and La Porte on the HOUSTON-LA PORTE-GALVESTON route. Previous service consisted of one round trip daily all the way. TBL also dropped one round trip on the GALVESTON-TEXAS CITY route.

TRANSPORTATION ENTERPRISES, INC. (TEI)

KINGSVILLE: TEI has filed application with the Railroad Commission of Texas for permission to establish routes between Falfurrias and Kingsville, and between Alice and Kingsville. Both routes would be restricted to the transportation of students and faculty of Texas A & I University at Kingsville. TEI would also be restricted against operation of charter service in the area.

POTASH MINES TRANSPORTATION CO. (PMTC)

ORLA, Texas: PMTC, of Carlsbad, N. M., has filed petition for an interstate certificate to operate between Orla and the Duval Corporation mine site located approximately 18 miles southwest on an undesignated county road.

O K L A H O M A

CONTINENTAL CENTRAL LINES (CCL)

TULSA: CCL has dropped one round trip between Tulsa and Muskogee on the TULSA-MUSKOGEE-FORT SMITH-MEMPHIS route. Schedules also were revised to provide a Tucumcari-Atlanta trip and an additional KANSAS CITY-JOPLIN-DALLAS round trip.

K A N S A S

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

KANSAS CITY: KCATA is now in business as an operating property. On February 1 sale of KANSAS CITY TRANSIT, INC. to KCATA was closed and final papers signed. Sale price was $4,919,735. Preston S. Jenison, who had been chief executive office of KCT, will be general manager of KCATA and William Icenogle is executive director.

The Authority will eventually serve seven counties in Missouri and Kansas and will acquire eight other independent bus operators.

Under a lease agreement from KCT to KCATA, the undertaking's general offices will remain at 1627 Main Street, Kansas City, Missouri. KCT had two operating bus divisions, one at 25th & Harrison and one at 9th & Brighton, both in Missouri.

A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: A "Ride As Long As You Want For $1" program to encourage use of bus service has been inaugurated by PTC. A company spokesman said the experiment would be continued for a while to see "if we get a favorable reaction." It is believed that the plan would be best utilized by midday shoppers and for weekend outings.

ARIZONA LEGISLATURE

PHOENIX: Rep. Tony Buehl, R-Pima Co., has introduced a bill in the Arizona Legislature to provide tax subsidies to maintain city transit service. The City of Tucson has worked out a one-year plan to funnel $150,000 in auto taxes into the ailing city transit operation, but the plan needs approval of the legislature. Service in Tucson is being maintained at present by TUCSON TRANSIT CORP. It is hoped to have legislation creating a public operating authority ready for introduction into the 1970 legislature.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS has approved an increase in charter bus rates. For example, it will now cost $87.50 to charter a bus to the University of Washington stadium instead of $75.

Seattle will try again for a rapid transit system. A preliminary set of guidelines for shaping a final transit plan were drafted in February for eventual submission to the voters. A plan for a rail rapid transit system failed to receive 60 per cent approval in a February, 1968, election.

T E X A S

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: Two steam-powered buses will be tested by DTS later this year utilizing an experimental external combustion engine which uses freon instead of water to generate steam. A $309,789 grant from DOT will be utilized to finance the experiments.

The engine has been developed by Ling-Temco-Vought Aerospace Corp. of Dallas. DTS board chairman E. O. Cartwright said the tests may help solve the problems of urban air pollution and noise from mass transportation sources. All of DTS' buses are presently diesel powered.

The project will be divided in three phases, and the DOT grant covers only the first phase, which involves the modification, installation and operational testing of the external combustion engine in the two buses. In later phases, the test buses will operate on various city routes and demonstrated to large audiences at special events such as the Texas State Fair and Cotton Bowl games. Total cost of the project, if carried through to completion, may reach $2 million.

In the external combusion engine, the freon is heated to generate vapor which enters the steam-driven engine developing about 125 horsepower, the power being applied almost directly to the axle.

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				
Santa Barbara Metro Transit District	200-211	GM Coach	T6H4521/ ?	211 is serial 139
Fiestacoach	4551-4553	GM Coach	S6M4503A/-,-,016	
Western Greyhound	7000-7024	MCI	MC7/	Numbering assumed
Modesto Motor Bus Service	114, 116, 118, 120	GM Coach	TDH3501/1047,-, -,1049	
Golden State Charter Bus Lns	401	Crown		
USED BUSES				
LBPTCo.	5302-5303	Flxible	F2D6V-401-1/ 51898-9	Correction on serials
Monterey Park Girls Drum & Bugle Corps.	Unnum.	Yellow	TD4505/058	Ex-LAMTA 6126, Lic. LVF613, red & white
Adams Charter	24	GM Coach	PD4103/1190	Ex-OrCty Bus 104
North Gate Transit	32	GM Coach	TGH3102/1422	Ex-Vegas Tran N143
Crew Transit	Unnum.	GM Coach	PD4103/284	Ex-AVBL 514
Associated Chtr Bus Co.	3	GM Coach	TDH4509/1330	Ex-SDTS 992
	A6020D	GM Coach	TDH4509/1721	Ex-SDTS 816
Calif Sightseeing	128	GM Coach	PD4104/2832	Ex-WGL 8564
Anaheim Jitney	146	Coachette		Ex-Studio Transp 146
Studio Transp	217	GM Coach	PD4104/?	
	143	Flxette	571KE-F6-1/FX108	Ret. fr. Anaheim Jtny
DISPOSITIONS				
Borderland Transp	179	Mack	C45GT/	
Knight of West Tours(San Simeon)	49	Crown	Slant Windows,AC Gold & Brown	To Crown Coach, LA
San Pedro Mtr Bus	6-8	Ford	Transits	Scrapped
Highland Transit	208	GM Coach	TGH3101/716	Scrapped

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AT LAST--A BABY FISHBOWL

General Motors will finally introduce the "New Look" to its line of small city coaches, effective later this year. GM Coach has announced the 3300 series--a 33-passenger coach bringing "big coach" styling to light line and feeder operations. Basically a 45-passenger GM coach shortened about five feet (with one window between the front and center doors, two windows behind) the new series will have "silversides" panels and air suspension, plus optional air conditioning.

There will be three models. Model TGH-3301 is V-6 gasoline powered. Model TDH-33-1 has Toro-Flow II diesel power, as does TDH-3301A with air conditioning. The Toro-Flow II is a second generation V-6 diesel. Production will begin this summer. Thus, presumably, will end the TG- and TD-35 series utilizing a body design (The "squairy") in constant production since pre-World War II days.