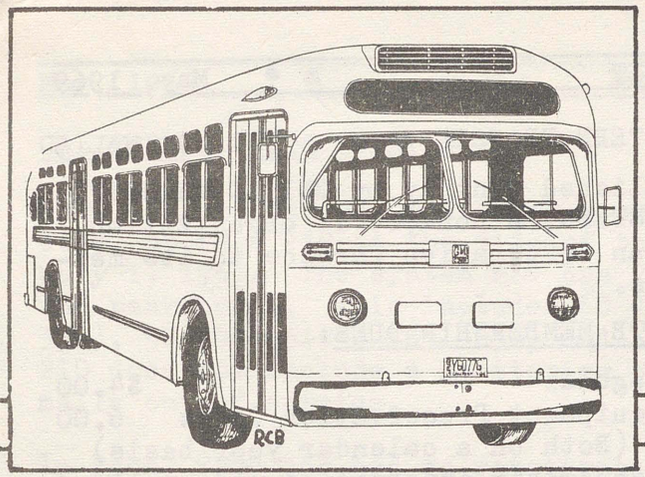


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

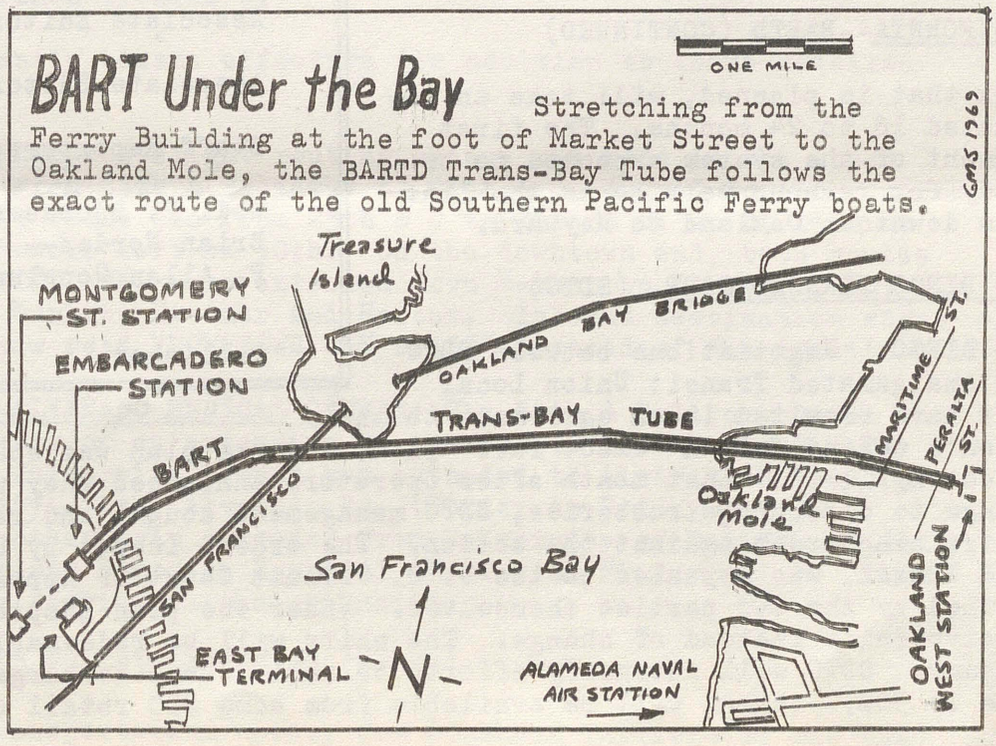
Vol. 7, No. 5 May, 1969 Fourteen Pages

C A L I F O R N I A

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: The last major financial hurdle to the completion of the San Francisco Bay Area's huge rail rapid transit system has been overcome. California Gov. Ronald Reagan signed, on April 8, a bill raising the state sales tax by half a cent in San Francisco, Contra Costa and Alameda counties to provide an additional $150 million for completion of the system. BARTD has now set a June bid opening for the initial order of 150 transit cars. It will take two years to build and test the rolling stock. The best estimate is that the system will open for revenue service in late 1971 or 1972.

The largest and most impressive single piece of construction in connection with the BARTD project is the 3.6-mile Trans-Bay Tube, stretching from the foot of Market Street in San Francisco to the Oakland Mole. On April 3 the 57th and final section of the world's longest underwater transit tube was lowered into position on the floor of San Francisco Bay. The tube is designed to permit trains to travel the eight miles between the downtown areas in only nine minutes.



At its deepest point, approximately where it passes beneath the Bay Bridge, the Trans-Bay Tube rests nearly 135 feet below the surface of the water. Special flexible joints have been installed to protect the tube from earthquakes.

Although the tube is now one complete unit, no rails have as yet been laid in the twin tubes. This work, together with electrification and ventilation

Club News

MEETING NOTICE

June Regular Meeting:

Date: June 8, 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

July Regular Meeting:

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

⊕ ⊕ ⊕ ⊕

New U. T. B. Member

#77 Paul W. Frazier, Boston
(Welcome aboard!)

* * * * * * * * * *

CALIFORNIA--BARTD (CONTINUED)

work that is planned, will take an estimated 18 to 24 months. The first segment of the system expected to be ready for revenue service is the line from downtown Oakland to Hayward.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Negotiations between SDTC and Amalgamated Transit Union Local 1309 have resulted in an agreement to the union's demand for an "exact fare" plan, and the plan was scheduled to go into effect April 27. Last month after operators announced they would quit making change to discourage robberies, SDTC management sought and received a temporary restraining order against the action. The order, issued by U. S. District Judge Fred Kunzel, was appealed to the U. S. Circuit Court of Appeals, but the issue was settled by the two parties themselves. Under the plan adopted, SDTC patrons will receive chits instead of change. The chits will be redeemable directly by the company. SDTC will intensify efforts to sell tokens (a bargain at 4/$1.00; cash fare is 30¢)--tokens will be available from some 200 retail outlets.

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CALIFORNIA--SDTC (CONTINUED)

SDTC General Manager Tom Pryor reports that the undertaking now employs 521 persons, up from 438 at the time of the takeover from SAN DIEGO TRANSIT SYSTEM on July 1, 1967. The system now has 210 buses on its roster, and operates 185 during peak hours. This includes 60 GMC TDH-5301's (#201-260), 50 TDH-5303's (301-350), 50 TDH-4519's (601-650) and 50 TDH-4801's (501-550). Pryor's figure of 210 does not include a scattering of TDH-4509's still on the property but normally out of service.

In fact, SDTC has had to reactivate three of the 4509's (#812, 814 and 853) due to an equipment shortage. The TDH-4801's, which had been relegated to school and emergency service, have been appearing on regular route tripper runs lately. Coach 534 has been repainted into a solid blue livery, the first non-New Look coach to be repainted. All of the 200's have now been repainted.

Pryor said SDTC probably will make its "next big purchase" of new buses in 1970, which may spell the end of the 4801's.

Both the 300's and the 600's are getting chrome bumpers, replacing the non-reflective type with which the coaches were equipped at the factory in late 1967.

SDTC has sold coach 997 (TDH4509/072) and 854 (TDH4509/077(?) to SAN DIEGO ECONOMY LINE, which is now no longer using its #74.

One of SDTC's lines was missing for about three months, but it turned up again. That's right--an entire line. On January 26, Line 1--EL CAJON BLVD. LOCAL was discontinued entirely, its duties absorbed by Line E--SAN DIEGO-CITY OF EL CAJON, whose half-hourly headway was improved to 20 minutely on the inner portion. Line 1's leg to 49th & Adams was made a branch of the E. But this proved to be too drastic a change, for an April 27 the #1 was scheduled to reappear, with a new extension to Montezuma Rd. & Montezuma Pl., an area formerly servied (via a different route) by a branch of Line 5.

Other changes which recently became effective (in addition to those detailed last month):

Line 2--ADAMS & 30TH STREETS: A slight routing change was made in the Upper Broadway area. From 25th & Broadway to 25th & C, down C to 30th, north on 30th. The old route was from 25th & C to 25th & B, up B, left on 28th, right on Beach, left on 30th. On the downtown end, both routes 2 and 7--UNIVERSITY AVE. were extended down Harbor to Market, returning to Broadway via Market, Kettner and Harbor. Inbound destination signs on both routes now read "DOWNTOWN SAN DIEGO" instead of the traditional "PIERS."

Line 5--UNIVERSITY CITY-ALVARADO MEDICAL CENTER: The 54th & Collier branch was eliminated in favor of an extension of the reactivated Route 1. The Massachusetts & University branch was extended to Alvarado Medical Center via University, 70th, Alvarado Rd. (Monday to Friday only).

Line R--LA JOLLA: Every other trip extended from University of California San Diego out to Scripps Memorial Hospital (Monday to Friday only). This makes for hourly service on the extension.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A super transportation agency for Southern California, one that

CALIFORNIA--SCRTD (CONTINUED)

would have far broader powers and responsibilities than SCRTD, has been proposed in legislation before the California Assembly. Assemblyman Peter F. Schabarum (R-Covina) drafted a bill creating the SOUTHERN CALIFORNIA TRANSPORTATION DISTRICT. It would be charged with planning, developing and operating transportation facilities from buses to airports in five counties. It would have jurisdiction over the freeway building program, and determine long-range plans for all types of public transit, including bus, rail and air.

It would supersede the SCRTD. Five years ago the SCRTD itself was created to replace and enlarge the scope of the METROPOLITAN TRANSIT AUTHORITY.

Schabarum, who as a member of the Assembly Transportation Committee was a leader in the fight against SCRTD's unsuccessful $2.5 billion rapid transit bond issue last year, said his legislation would restructure the SCRTD giving it responsibility to coordinate all types of transportation in the area--and it would have taxing powers, which SCRTD has not.

The superagency would have larger geographical boundaries. SCRTD covers Los Angeles County and portions of Orange, San Bernardino and Riverside counties. SCTD would be enlarged to include all of Los Angeles, Orange and Ventura counties and portions of Riverside and San Bernardino counties.

The new district would have an 18-member board with nine elected from wards, five appointed by boards of supervisors, one designated by the State Secretary for Business and Transportation, two appointed by the governor and one named by the secretary of the U. S. DEPARTMENT OF TRANSPORTATION. The SCRTD's 11 board members are appointed by local governments and a selection system involving local communities.

Under Schabarum's bill, SCTD would take over operation of municipal airports in 1972 and would prepare and periodically update a 10-year transportation master plan. SCRTD's functions are limited to operating a bus system and developing a rapid transit plan. The new district also would plan and review freeway needs--now a function of the State Division of Highways.

Funds for the district's operation would come from general property taxes ($10 million a year), from motor vehicle license fees ($9.7 million a year) and, of course, the fare box.

The Exact Fare program was approved March 18, to be placed in effect as soon as necessary equipment can be obtained with no immediate changes in the fare structure. The estimated initial cost of this plan is $982,200. In addition, there will be an estimated net annual cost, at present wage levels, of $296,900. The latter is due, principally, to an anticipated increase in the use of monthly passes.

Redemption slips will be issued for fare box overpayments of 10¢ to $5.00. (At present, drivers are not required to change larger than $5 bills.) These will be redeemed by mail or at the Los Angeles Terminal or Division offices. Issuance of redemption slips for less than 10¢ is not considered practical due to the cost of processing them--even if the passenger doesn't bother to redeem them.

As previously reported, 1,500 locked boxes and 1,500 cash vaults (in addition to those provided with the boxes) will be purchased at an estimated cost, including

CALIFORNIA--SCRTD (CONTINUED)

installation, of $651,400. Bids for these were to be opened April 20. Under the new revenue handling procedures, a locked vault cart will be placed next to the fuel station at each division. The fare box vaults will be changed at the same time as the buses are fueled. The carts of full vaults, each locked into a separate compartment, will be transported to a central counting room where the vaults will be opened and their contents counted under maximum security conditions.

Expanded arrangements are planned under which more than 95 per cent of RTD's riders will be able to prepay their fares. It is hoped to place tokens on sale at additional locations through arrangements, on a non-commission basis, with a multi-branch bank and a grocery or drugstore chain. At present, tokens are used by only one-half per cent of the riders, and most of these are not purchased by the individual rider. In order to make the use of tokens attractive to more riders, the present 2¢ discount will be eliminated but tokens will be sold in any quantity rather than only in full rolls as at present. Two-, three-, four- and five-zone monthly passes will be provided (at price increments of $3.20), in addition to the present single-zone passes. Two- to five-zone tickets also will be placed on sale by mail in lots of 10. To meet the increased token use, 1,000,000 additional tokens will be required. We assume that these will be of a new design, since the present ones feature the MTA herald. A major public information program will be carried on through the three weeks prior to the start of the plan to acquaint the District's riders with the new procedures and prepayment methods.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of May, 1964)

+LAMTA realigns and extends several routes (59, 60, 62 and 99) in the Riverside-San Bernardino area.

+LAMTA, in cooperation with Radio Station KLAC, operates a free bus, 2321, for advertising purposes.

+LONG BEACH PUBLIC TRANSPORTATION CO. completes a rerouting of its lines and a rescheduling of service.

+Governor signs bill creating the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.

SCRTD directors have filed applications with DOT for a grant to finance a $34 million "busway" rapid transit project in the median strip of the San Bernardino Freeway from Los Angeles to El Monte. If built, it would be the world's longest exclusive right-of-way for buses. The project would involve 11 miles of lanes--a lane in each direction paralleling the existing SOUTHERN PACIFIC single-track railroad located in the median strip. The busway would extend between Santa Anita Ave. in El Monte and Mission Road in Los Angeles, with station stops at Cal State L.A. and the County-USC Medical Center. On-off ramps would be in El Monte and Alhambra. An additional two miles of exclusive curb lanes on city streets also is proposed. For nearly 10 years RTD has wanted to use this strip as part of its rail rapid transit system. If the busway is built, it could later be converted to a rail right-of-way (presumably) if funds for such a project are ever secured.

The Riverside-San Bernardino-Santa Anita and Santa Ana-Santa Anita services of RACE TRACKS line 57 were given a new route through Arcadia on March 19. The new route is from Live Oak Ave. via Santa Anita Ave. and Huntington Drive, approaching the track from the east instead of the southwest. And Line 136--PASSONS BLVD. was to be extended northward to Beverly Blvd., effective April 20. The extension will

CALIFORNIA--SCRTD (CONTINUED)

provide a connection with MONTEBELLO MUNICIPAL BUS LINES' Beverly Blvd. line.

Coach 2356 (A GM TDH-4801) was authorized to be scrapped April 1. It was damaged early this year when struck by Ex-PACIFIC ELECTRIC locomotive 1012 at the La Brea Ave. crossing of the former P. E. SANTA MONICA AIR LINE while on a pull-in trip from line 46. Repairs would have cost an estimated $3,100.

The District is studying the possibility of establishing park-ride lots along present RTD routes with state or federal financing. And legislation that would permit RTD to resume charter bus operations has been introduced.

The revision of service on Line 51--LOS ANGELES-REDONDO BEACH included the elimination of one evening trip and a few rush hour trips. Line 51 Limited service has been discontinued, but it should be noted that Redondo Beach now has more direct rush hour service to Los Angeles via Line 125--ROLLING HILLS.

The current Busorama program will involve 200 vehicles, all operating on westside lines. Installations appear to be about half complete as of mid-April. Among the 6100's and 6200's noted thus far with Busoramas are 6100-6109, 6132-6144, 6146-6150, 6152, 6153 and 6201-6217.

The following coaches have been repainted into the District's official Chrome Yellow, Champagne Gold and White color scheme since our last report: 5119, 5125, 5126, 5350, 5469, 5819, 5823, 5852, 5855, 5857, 5859, 5868, 5926, 5935, 5940, 5947, 5983, 5991 and 5996. It should be noted that "Champagne Gold" has replaced "Saddle Tan" as the official name of that part of the SCRTD coach livery. At some point in the repainting program, RTD switched to the slightly more metallic hue but the difference is very slight.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy.)

SAN FRANCISCO: SFMRy. has formally ordered the 200 new buses for which bids were opened in February. Deliveries are expected to begin in the mid-summer. The order includes 180 GM T8H-5305's, 10 T8H-5305A's and 10 Flxible 111-CC-C1's. The 10 Flxibles will have experimental longitudionally-mounted engines. The coaches were financed through the sale of tax-free bonds by MUNICIPAL RAILWAY IMPROVEMENT CORP. Muni officials reportedly are planning on numbering the 190 General Motors buses in the 3000 series and the 10 Flxibles in the 4000 series.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: Line 5--ORANGE-SHOPPERS SPECIAL was extended from its former terminal at 235th St. and Elm along 235th to Crenshaw Blvd. in December, at which time Saturday service was established (hourly headway using 1 bus). On March 3 the line was again extended, this time via 235th, Arlington, Lomita Blvd. and Crenshaw to 235th.

BLUE AND WHITE BUS CO. (BAWBC)

LOS ANGELES: The B&WBC fare increase (WT 3/69) was placed into effect on February 1. The former 15¢ fare was the last such low basic fare in Southern California, with the exception of OCEANSIDE TRANSPORTATION SYSTEM. Effective January 1 B&WBC revised schedules on certain routes, as follows:

CALIFORNIA--B&WBC (CONTINUED)

Line 1--MAIN STREET: Base and PM peak headway was changed from half hourly to 40-minutely. Half-hourly AM peak remains as before.
Line 5--HUNTINGTON PARK lost one AM peak hour round trip plus the first round trip on Saturday.
Line 6--MANCHESTER & CENTRAL-WATTS lost the first two round trips on Monday through Friday. Saturday service now starts at 9:32AM instead of 7:32AM.

WATTS LABOR COMMUNITY ACTION COMMITTEE (WLCAC)

LOS ANGELES: WLCAC, successor to WATTS-COMPTON IMPROVEMENT ASSOCIATION, has taken delivery on the first five of 10 small buses (Ford Econoliners). Officials have stated that if the flexible route and schedule system proves successful the contract with WLCAC could be expanded, eventually leading to a large fleet of such small buses. Regulation size transit coaches were found to be impractical because few individuals went to any one destination.

UNION PACIFIC STAGE COMPANY (UPS)

EAST LOS ANGELES: Effective with January 1, UPS discontinued stopping at Alhambra on its GLENDALE-PASADENA-EAST LOS ANGELES train connection route. One round trip daily is operated on each of UP's three bus routes.

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: Beginning March 23, SP, through WESTERN GREYHOUND LINES, established a bus connection between San Francisco's Third & Townsend Station (for the COAST DAYLIGHT) and Oakland's 16th Street Station (for the CASCADE) as the schedules of the two trains were readjusted to provide somewhat of a direct-type service between Oregon points and the Southern California area. Previously the SAN JOAQUIN DAYLIGHT provided the California connection service.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: SBMTS was the recipient of a First Place award in recognition of safe transit operations in the 1968 Business and Industry Safety Contest. This was the 20th annual contest with 926 firms participating and is based on industry safety records.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Beginning April 27 CWL instituted a feeder bus round trip between Los Angeles and San Bernardino operating via Pasadena, Azusa and San Bernardino Freeway towns connecting with the Las Vegas route and Albuquerque route buses. There also were changes on the SAN FRANCISCO-LOS ANGELES route. A former southbound through trip was changed to a SAN FRANCISCO-FRESNO trip leaving San Francisco at 5:30PM, a convenient time for San Joaquin Valley commuters. Also placed into service was an early morning car from Fresno to Los Angeles.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The biggest news from the East Bay concerns the arrival of AC Transit's new T6H-5305 coaches from GMC. The first of the new buses to be received was the 638 (T6H5305/202) which showed up on March 27. It went into service April 1 on the 80-series lines, which operate out of the Seminary Division. Most of the

CALIFORNIA--ACCTD (CONTINUED)

order of 30 coaches was due to arrive between mid-April and May. The following differences were noted between the new 636-series buses and the other T6H-5305 and older New Look units: black instead of gray rubber window molding; a higher density of tinted glass in the standee windows and the upper windshield visor glass; a snap-open door for access to the windshield washer bottle (instead of a door formerly latched with a twist-type knob) and vinyl "padding" around the edges of the standee window openings in the interior upper body panels. Mechanical details will be supplied in a forthcoming issue.

March proved to be an unlucky month for ACT in terms of vehicle casualties. Three buses--432 (a TDH-4516), 606 (a TDH-5301) and 2003 (a TDH-5103) were involved in the same accident, and are now undergoing repairs at Emeryville and Seminary divisions. A second accident involved the 1803 (one of the TDH-4507's scheduled for storage). The damage to this bus was considered "total;" it has been placed on the scrap line at Emeryville.

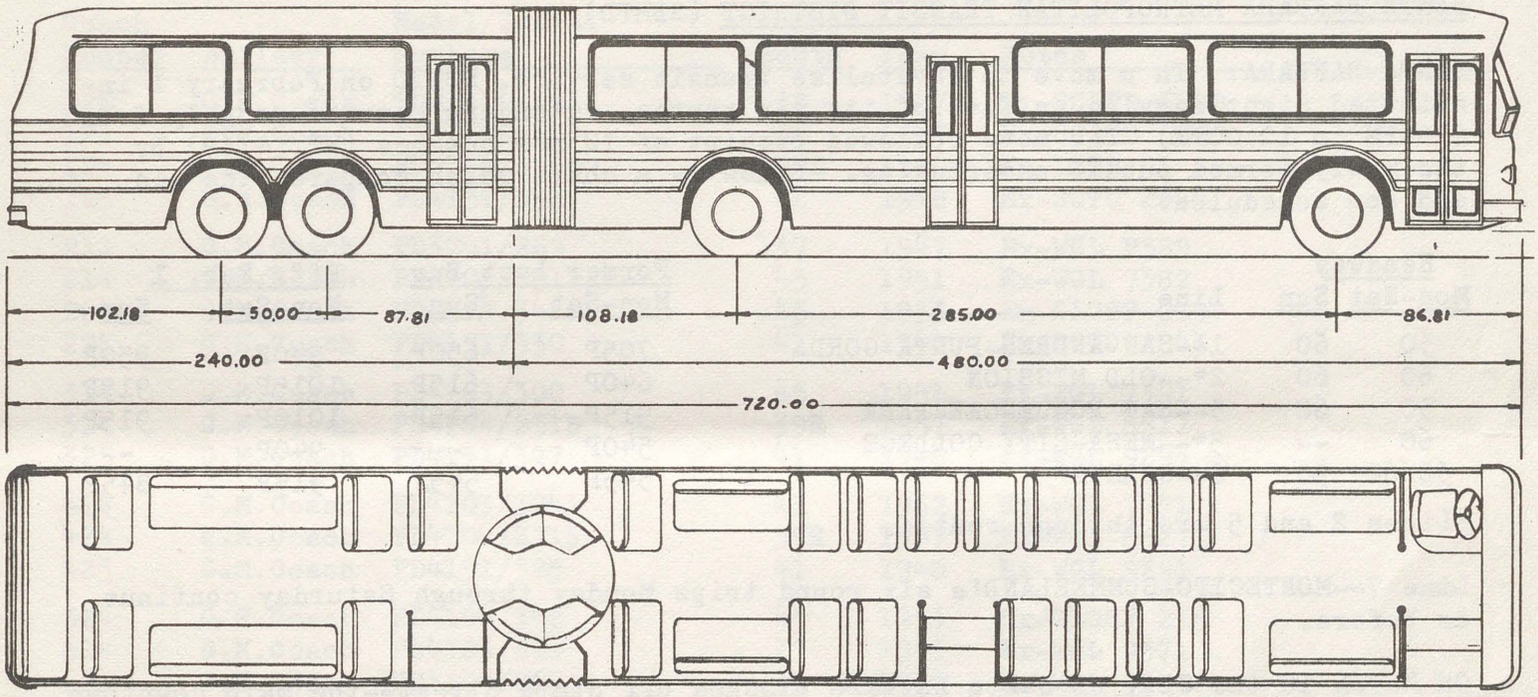
OCEANSIDE TRANSIT SYSTEM (OTS)

OCEANSIDE: Oceanside, a seaside city between Los Angeles and San Diego, has long had an interesting transit operation which has flourished largely on the strength of the nearby Camp Pendleton, a large U. S. Marine post. The system is quite up to date and, after a current batch of eight TDH-3714's is disposed of, will have a fleet consisting largely of General Motors 45-seat New Look coaches.

Six new T6H-4521 coaches were driven to Oceanside during November of 1968. The new coaches are numbered 616-621. For sale are coaches 506-509, 511, 513-515, which are TDH-3714 models featuring 4-71 diesels and hydraulic transmissions. The coaches are a product of 1953 and were originally sold to SANTA MONICA MUNICIPAL BUS LINES and acquired by OTS in 1958. These coaches (which are being priced at $2,000 each) are equipped with air ride suspension and all have a unique transmission shift overrule switch, which has been applied to all OTS automatic transmission coaches. We present OTS herewith as our Roster of the Month:

Coach Numbers	Builder	Model/Serial Numbers	Seats	Year	Notes
501-502	G.M.Coach	TDM4512/239-240	45	1956	501-505 acquired
503-505	G.M.Coach	TDH4512/2467-2469	45	1958	new
506-509	G.M.Coach	TDH3714/075-078	37	1953	506-514 acquired
511	G.M.Coach	TDH3714/080	37	1953	used from SMMBL,1958
513-515	G.M.Coach	TDH3714/082-084	37	1953	
601-602	G.M.Coach	TDH4517/1024-1025	43	1962	601-621 acquired new
603-604	G.M.Coach	TDH4517/005-006	43	1962	All are of the 2-door
605-606	G.M.Coach	TDH4519/249-250	45	1963	variety with 4-leaf
607-608	G.M.Coach	TDH4519/565-566	45	1964	rear folding door
609-611	G.M.Coach	TDH4519/1539-1541	45	1966	
612-615	G.M.Coach	TDH4519/1775-1778	45	1967	
616-621	G.M.Coach	T6H4521/140-145	45	1968	

All buses painted canary yellow with black lettering, numbering.



THE FLXIBLE 'TRANSI-TRAIN'

The Flxible Co. now has this 70-passenger articulated bus under development for heavy city routes. Vehicle would weigh 32,000 pounds and use a 320-hp Cummins NHH diesel engine. The ALAMEDA-CONTRA COSTA TRANSIT DISTRICT reportedly is interested in such a bus. This bus would actually swivel for turning; the rearmost set of wheels turns in the opposite direction from the front set. The only articulated city buses now in use in the U. S. are 12 Twin Coach units in Omaha, but these coaches do not swivel for turning. Large side "picture windows" are a welcome innovation for U. S. practice.

CALIFORNIA (CONTINUED)

COALINGA TRANSIT SYSTEM (CTS)

COALINGA: The latest entry into California's publicly-owned transit systems, CTS has put the city of Coalinga, with a population of about 12,000, back on the "bus map." CTS operates over an intercity route between Coalinga, Fresno and the Fresno airport with one round trip daily. Equipment is one brand-new Minibus.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: The City of San Jose has applied to DOT for $1.24 million in federal funds for an East San Jose transportation demonstration program. The plan calls for spending $510,000 for 34 minibuses operating on three new routes in East San Jose supplementing SJCL's north-south service. SJCL personnel would operate the service, which would be backed by a $100,000 operating fund.

CALIFORNIA (CONTINUED)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: In a move to revitalize transit service, SBMTD on February 1 instituted night service on five of its six routes, extending service roughly from 6:00PM to 10:00PM. The move followed receipt of 12 new coaches (WT, 4/69) by the newly-formed public undertaking. Below is a chart which compares the old and new schedules:

Headway Mon-Sat	Sun	Line	Former Last Bus Mon-Sat	Sun	Eff. Feb. 1 Mon-Sat	Sun
30	60	1--SAN ANDRES-PUNTA GORDA	705P	650P	940P	950P
60	60	2*--OLD MISSION	640P	615P	1015P	915P
30	60	3--SAN ROQUE-OAK PARK	915P	615P	1010P	915P
60	--	5*--MESA-CITY COLLEGE	540P	--	940P	--
30/60	90	6--GOLETA	545P	545P	915P	845P

*Lines 2 and 5 are through-routed.

Line 7--MONTECITO-SUMMERLAND's six round trips Monday through Saturday continue as before.

On March 10 the City of Santa Barbara blocked off State Street--the main downtown thoroughfare--to set up a pedestrian mall, and buses were switched one block to Chapala. The main transfer point is now at Chapala and Figueroa.

WESTERN GREYHOUND LINES (WGL)

LOS ANGELES: WGL is now using GMC PD-4104's 7552, 7556, 7557, 7573 and 7574 equipped with Johnson Type J fareboxes on the LONG BEACH-SANTA MONICA local route.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: ABL has sold three of its last four Flxible HiLevels, the last remaining coach being 25403 (ex-6448), serial 10385, currently a Salt Lake City spare. The HiLevels had last been used on the LOS ANGELES-SAN DIEGO route. AIRPORTRANSIT's 205 and 206 and GRAY LINE OF LOS ANGELES 71-79 are the last HiLevels used in regular service on the West Coast, although several properties have the coaches available for charters.

ANTELOPE VALLEY BUS, INC. (AVBI)

LANCASTER: This month we revisit AVBI, through the courtesy of James Carter, president of the company and WT subscriber. In October, 1967 we covered the Antelope Valley's only locally owned bus line. There have been substantial changes in the roster since then.

Coach Number	Builder	Model/Serial Numbers	Seats	Year	Notes
104	Yellow	TD4505/189	41	1941	Ex-PGL 1164
111	G.M.Coach	PD4151/348	37	1947	Ex-WGL 9314
112	Yellow	TD4502/081	45	1940	Ex-LAMTA 6082
113	Yellow	TD4502/084	45	1940	Ex-LAMTA 6085
114	G.M.Coach	PD4103/469	41	1951	Ex-WGL 7347
119	G.M.Coach	TD4506/849	45	1946	Ex-LAMTA 6364

CALIFORNIA--AVBI (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Seats	Year	Notes
120	G.M.Coach	TDH3610/251	36	1947	Ex-SCRTD 6648
121	G.M.Coach	TDH3610/253	36	1947	Ex-SCRTD 6650
124	G.M.Coach	PD4104/4366	39R	1960	Ex-LVTR 91
125	G.M.Coach	PD4151/331	41	1948	Ex-SCTC 2844
211	G.M.Coach	PD3751/262	37	1947	Ex-WGL P529
214	G.M.Coach	PD4103/291	45	1951	Ex-WGL 7382
224	G.M.Coach	PD4104/344	45	1953	Ex-GLOSF 213
225	G.M.Coach	PD4151/330	41	1948	Ex-SCTC 2843
314	G.M.Coach	PD4103/300	45	1951	Ex-WGL 7391
324	G.M.Coach	PD4104/2518	39R	1957	Ex-WGL 8511
325	G.M.Coach	PD4151/327	41	1948	Ex-WGL 9293
414	G.M.Coach	PD4103/1241	41	1952	Ex-WGL 7471
424	G.M.Coach	PD4104/2713	39R	1957	Ex-WGL 8527
425	G.M.Coach	PD4151/325	41	1948	Ex-WGL 9291
524	G.M.Coach	PD4104/346	45	1953	Ex-GLOSF 215
614	G.M.Coach	PD4103/354	37	1951	Ex-WGL 9371
624	G.M.Coach	PD4104/868	39	1954	Ex-WGL 7110
714	G.M.Coach	PD4103/109	37	1951	Ex-WGL 7354
724	G.M.Coach	PD4104/869	39	1954	Ex-WGL 7111
814	G.M.Coach	PD4103/851	37	1951	Ex-SGL 5279
824	G.M.Coach	PD4104/873	39	1954	Ex-WGL 7126
924	G.M.Coach	PD4104/938	39	1954	Ex-WGL 7157
1024	G.M.Coach	PD4104/089	39	1953	Ex-WGL 7185

R-Restroom equipped. GLOSF-Gray Line of San Francisco. PGL-Pacific Greyhound Lines. SGL-Southern Greyhound Lines. WGL-Western Greyhound Lines. LAMTA-Los Angeles Metropolitan Transit Authority. SCRTD-Southern California Rapid Transit District. SCTC-South Coast Transit Corp. LVTR-Las Vegas-Tonopah-Reno Stage Line.

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 listings:

Name of Carrier	Date	Item
C. R. Cryderman, dba Tahoe Transit Lines	3-6-69	Seeks to transfer certificate, equipment to H.C. Rutherford and Wayne Crosby, reported price $10,000. Company operates between Camp Richardson and state line in South Lake Tahoe.
Dwight I. Spurgeon, dba B&H Transportation Co	3-7-69	Seeks certificate to operate bus line between Fort Bragg and Willits for those who "do not wish to ride the Skunk train." Spurgeon is Greyhound agent in Fort Bragg. Two RT daily proposed with a one-way fare of $3. Has a 7-passenger Checker.
Eastern Cities Transit	3-10-69	Seeks to extend service on City Terrace route.
Golden Sedan Service	3-11-69	Granted conditional certificate between San Mateo and Oakland airports.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: A move which may have the effect of expediting public ownership of transit in Colorado's capital city occurred in March when DTC applied to the state's Public Utilities Commission for approval of another round of service reductions to take effect April 5, if there were no objections necessitating public hearings. As the month proceeded there was in fact opposition to the reductions, primarily from the mayor's office and from the Amalgamated Transit Union. Union officials were upset over the prospects of schedule changes that could result in elimination of jobs for up to 475 drivers. Newspaper editorials took a stand against the changes, claiming that Denver's transit service shouldn't be allowed to get any worse than it already is.

The DTC reduction plan would eliminate base service (between approximately 9:00AM and 3:00PM) on the following routes:

15--COLORADO BLVD.
16--STOCKYARDS
17--GARFIELD HEIGHTS
18--BRENTWOOD
23--BRIGHTON BLVD.-SWANSEA
55--FEDERAL BLVD.
59--FEDERAL CENTER
73--GLOBEVILLE-DOWNING ST.
75--EAST LAWRENCE-BARNUM
82--ARVADA-OBERON
83--MOUNT OLIVET

Saturday service would be eliminated on all of the above lines (except Route 59, which presently has no Saturday service) as well as on routes:

9--YORK STREET
31--WESTMINISTER
84--LAKEWOOD-GOLDEN

Night service would be curtailed Monday through Saturday so that no trips would originate after 10:45PM; in addition, service would be discontinued after 8:00PM on the following routes:

4--EAST FOURTH AVE.-LAKESHORE
28--EAST 28TH AVE.-BERKELEY
40--PARK HILL
60--HARVARD & YATES-LORETTO

Monday through Saturday base headway would be increased from 30 to 40-minutely on routes:

3--SOUTH BROADWAY-ENGLEWOOD
6--EAST SIXTH AVE.-LOWRY NO. 1-WEST 44TH

The corporation claims that without the service reductions, it will lose $122,000 on operations in 1969--and this is without considering the possible results of a new wage contract which will come up this month, after which DTC may request a fare increase. The idea of a city takeover is being revived, with such immediate steps as elimination of the required payment of the $50,000 annual franchise tax, and possible exemption from $100,000 in state fuel taxes.

O R E G O N

PORTLAND STAGES, INC. (PSI)

SALEM: The Oregon Supreme Court has ruled that a state law allowing cities to regulate bus service three miles outside the city limits is constitutional. The law had been challenged by PSI, which objected to competition from ROSE CITY TRANSIT, INC., permitted by the city of Portland to extend its routes.

OREGON (CONTINUED)

ROSE CITY TRANSIT CO., INC. (RCTC)

PORTLAND: The City of Portland will receive a $43,168 DOT grant to study means of acquiring and operating RCTC, whose franchise to operate has been revoked effective June 12. The balance of the $64,753 cost of the study will be borne by the city.

I D A H O

CITY OF BOISE

BOISE: The Boise City Council has included $12,000 in its proposed 1969 budget for the city bus system. At present, W. E. Kelly of Minot, N. D., operates three school buses on six routes. He gets a subsidy of $1,000 a month from the city.

W A S H I N G T O N

SPOKANE CITY LINES, INC. (SCL)

SPOKANE: SCL, a subsidiary of NATIONAL CITY LINES, may be the operator of Spokane's transit system for another three years. The Spokane Transit Commission has recommended to the city council that a three-year contract with SCL for management services be approved. The present agreement expires May 31. Under the agreement, SCL will supply 50 buses and drives. An additional 20 buses may be furnished, if the firm gets school transport contracts. The city will pay the company $52,000 yearly as rental on the 50 buses, plus a management fee of 3.5 per cent of all revenue.

The plan calls for the purchase of up to 15 new GMC TDH-3301 coaches (the new "Baby Fishbowls") upon request of the city--and the repainting of the whole fleet from the present green, red and white to a new color scheme. During the lease, the city can elect to purchase any or all SCL property, but SCL would remain as manager.

VANCOUVER CITY LINES (VCL)

VANCOUVER, WASH.: Transit service in Vancouver will continue under city ownership. Residents on March 18 voted by a large majority to authorize the city to purchase VANCOUVER CITY LINES and levy a transit tax (initially 50 cents monthly) to finance operation of at least five routes. VCL owner Julian C. Hutchins said he would remain in business for up to 60 days until the city can take over. The city plans to apply for a DOT grant to purchase new buses. VCL at present operates three routes: ROSEMERE, CAPITOL HILL and McLOUGHLIN HEIGHTS. The city plans to start two additional routes, to Fruit Valley and East Vancouver.

GREATER SEATTLE MASS TRANSIT STUDY

OLYMPIA: A $250,000 appropriation from the state motor vehicle fund to METRO (a Seattle traffic study unit) to help finance mass transit studies has been ruled unconstitutional by the State Supreme Court. The $250,000 was sought to replace $400,000 which METRO loaned from its sewer fund for the study (a federal grant repaid the other $150,000) but the high court found that the state constitution precludes use of motor vehicle money for non-highway use. METRO is now looking to the legislature for financial help. In a related legislative development, the state House of Representatives approved a bill allowing cooperative agreements between cities and counties for bus service. The law is sought by Spokane and Olympia to set up service to unincorporated county areas.

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				
Gardena Mun BL	48	GM Coach	T6H4521/171	Addn'l info.
Aztec Bus Lines	741	GM Coach	PD4903/189	
	743	GM Coach	PD4107/1197	
Oceanside Transp	616-621	GM Coach	T6H4521/140-145	
Fiestacoach	45S1-45S3	GM Coach	S6M4503A/014-016	
USED BUSES				
Fiestacoach	24	GM Coach	PD4104/3031	Ex-WGL 7297,GLOSF 297
	3901	GM Coach	PD4104/1261	Ex-WGL 7250-class
	4702	GM Coach	PD4501/909	Ex-WGL 8037
Blue & White Bus	Unnum	GM Coach	TDH3714/267	Ex-SCTC 2480
Co.	Unnum	GM Coach	TDM4507/2989	Ex-OCBS 05
Pacific Scenic Lns	105	GM Coach	PD4501/?	Ex-WGL ?
Studio Transp Inc	218	GM Coach	PD4106/1503	Ex-Santa Fe B116
Eastshore Lines	Unnum	GM Coach	SDM5301/289	Ex-Philboro Coach Co
Denver-Colo Sprs	18116-	GM Coach	PD4104/1907,1911,	Ex-CCL 13110,13114,
-Pueblo Motorway	18120		1909,1910,1906	13112,13113,13109
Assoc Chtr Bus Co	821	GM Coach	PD4104/?	Ex- ?
Palm Sprs Sightsg	85	GM Coach	PD4104/3210	Ex-WGL 8638
& Charter Co	87	Beck	Semi 1½/?	45 seat; Lic Y10156
Northgate Transit	32	GM Coach	TGH3102/1422	Ex-Vegas Transit N143
	Unnum	GM Coach	TGH2708/279	Ex-SMTD 1, LBL 1
Bay Rapid Transit	106,108,	GM Coach	TDH4509/093,	Ex-SDTC 939,978,968,
(Monterey)	110,113		751,741,1334	1334 (Addnl Info)
SLATCo.	213	GM Coach	PD4104/2083	Ex-NMT 194
DISPOSITIONS				
Golden Bear div of Chtr Bus Tran Sys	106	GM Coach	PD4103/1191	To First Church of Pasadena, Calif
Suburban Transit	321	GM Coach	TDH4509/949	To Jarrets Bus Sales,
Continental Western	14116	GM Coach	PD4104/2000	Los Angeles
	14907	Kass	GE/27767	" "
American Buslines	25402	Flxible	HiLevel/10364	" "
(LA Division)	25404-5	Flxible	HiLevel/10387-8	" "
Midwest Buslines	9106,9113	GM Coach	PD4104/597,1216	" "
Term Island Tran	500	White	1144D/?	To M&M Charter Lines

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WASHINGTON (CONTINUED)

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Seattle has joined the list of "exact fare" cities, effective March 20. Last year there were 25 bus robberies; in the first two months of 1969 there were 15.