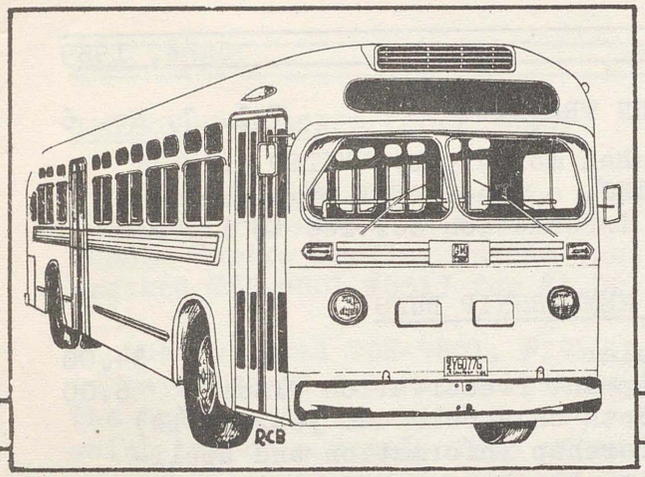


Western Transit

Monthly Publication of The United Transit Boosters

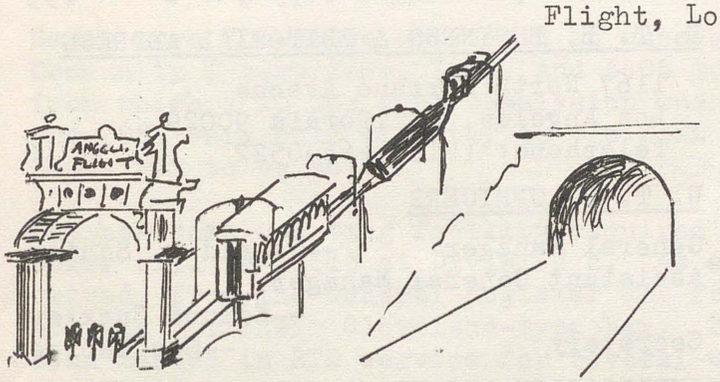
'Dedicated to Better Transit'

Vol. 7, No. 6 June, 1969 Eighteen Pages

C A L I F O R N I A

ANGEL'S FLIGHT INCLINE RAILWAY (AFIR)

LOS ANGELES: May 18 marked the last run (for at least two years) of famed Angel's Flight, Los Angeles' only funicular. Operated for the past several years by the COMMUNITY REDEVELOPMENT AGENCY, the two-block-long incline was discontinued to permit regrading of Bunker Hill for a $600 million office and apartment development. The cars, named "Sinai" and "Olivet," will be placed in storage, along with the track, winding machinery and trackage, for possible restoration when the grading is completed.



However, no funds have been set aside for restoration (which could cost up to $90,000) so the future of the quaint little railway remains clouded.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Legislation has been introduced into the California Legislature which would provide a half-cent sales tax increase in the SCRTD area for six months to raise an additional $36 million in funds. The money would go to the RTD and to eight other public transit systems in Los Angeles County. The money would enable RTD to match possible federal funds for an exclusive busway in the San Bernardino Freeway (WT 5/69), and also to forestall a possible fare increase or service cut later this year.

Former RTD General Manager Dale W. Barratt and Operations Manager Raymond W. Gareau have been indicted by a Los Angeles County grand jury on conflict of interest charges stemming from the sale of 50 surplus TDH-5103 diesel coaches. The indictments came after three days of hearings by the panel into the transaction, in which the buses were sold to a Chicago firm, Interstate Warehousing Service Co., and subsequently wound up in Salt Lake City. Barratt is now general manager of SALT LAKE CITY LINES.

Line 133--WEST COVINA-LA PUENTE was extended on May 4 to serve additional areas of La Puente and Valinda. This extension, via Temple Ave., Willow Ave., and Amar Rd. replaces the former direct routing along Glendora Ave. and Hacienda Blvd. In order to operate over the longer route without additional equipment, the line's head-

Club News

MEETING NOTICE

July Regular Meeting:

Date: July 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

August Regular Meeting:

Date: August 10, 1969 (time and place as above)

⊕ ⊕ ⊕ ⊕

New U. T. B. Members

#78 Ronald E. Thompson, San Diego
#79 G. M. Gage, President, Douglas Bus Lines

(Welcome aboard, gentlemen!)

* * * * * * * *

CALIFORNIA--SCRTD (CONTINUED)

way was lengthened from 45 to 60 minutes. This longer headway may actually be more convenient, however, since the intersecting services also are on hourly headways. Saturday service also was established on line 133 for the first time.

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U. T. B. BUSINESS & EDITORIAL ADDRESS

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

U. T. B. OFFICERS

General Manager --Gerald L. Squier
Assistant General Manager --Edmund Buckley
Secretary --Mac Sebree

PUBLICATION STAFF

Editor --Mac Sebree
Associate Editor/North --Gerald L. Squier
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The District's latest offering of 154 used buses produced responses from 11 bidders. The bids ranged from $1,750 each from the American International Bus Exchange for a group of 10 TDH-5103s down to $250 each from Melni Bus Service for a pair of TDH-4507s. Only 14 buses were sold on these bids, the remaining high bids being rejected.

The principal bid accepted was that of the American International Bus Exchange for 5103s #2715, 2726, 2818, 2847, 2872, 6403, 6404, 6416, 6419 and 6421. A partnership of Edwards & Townsend obtained TDH-3610 #6669 for $1,111 and TDH-3612 #6682

CALIFORNIA--SCRTD (CONTINUED)

for $1,010, for private use. Loren P. Joplin obtained TDH-4507 #6955 for $1,551. This bus replacees an ex-Montebello TDH-4007 in Loren's private operation to the Orange Empire Trolley Museum (not sponsored by the museum). Daniel Green obtained wrecked TDH-4801 #6517 for $1,001.

Another wrecked TDH-4801, #2917, is being scrapped. The value of useable parts to be salvaged from it substantially exceeds the high bid on this bus of $417. The only major operator to bid on any of these buses was NATIONAL CITY LINES, which bid on a total of 35 of the 5103s.

None of the bids on any of these buses was as high as the price received last year in the controversial sale of 50 TDH-5103s.

The District offered seven TD-3610s to Vancouver, Wash., for $2,000 each--from which a 10 per cent commission would go to the AIBE. This proposal was not accepted.

Seven more TDH-5103s were sold in subsequent transactions. #2873 and 6410 went to Community Enterprises, Inc., and 6406 to PACIFIC SCENIC LINES for $2,000 each, from which a 10 per cent commission was paid to AIBE. Coaches 2828, 2857, 2875 and 2881 were sold directly to the AIBE for $1,800 each. This leaves 96 of the 5103s yet to be sold.

The new cash counting facility required by the forthcoming switch to locked fare boxes will be built at Division 2. As expected, only two fare box bids were received, from the General Register Co. for the Grant box and from the Johnson Farebox Co. for their Cleveland-type box. Both companies' standard model boxes had been tested in RTD service for several weeks. Each bidder was advised as to changes from its standard model that would be required to meet the District's performance requirements. The bids, then, were to be based on these modified designs.

General was low bidder on the 1,500 fare boxes; Johnson was low on the 1,500 spare cash vaults. General's bid on the 1,500 locked-type boxes (including two vaults) was $388,500 ($259 each) and Johnson's bid was $446,250 ($297.50 each). On the 1,500 spare cash vaults, General's bid was $77,850 ($51.90 each) and Johnson's was $69,750 ($46.50 each). This made General the low bidder overall at a total, including sales tax, of $489,667.50 compared with Johnson's $541,800. Delivery would be in 90 days.

Nevertheless, General's bid was rejected since even the modified design failed to meet the District's specifications, principally as to visibility of fares. It is ironic that General should lose this very large contract for this particular reason, since visibility was one of the major selling points of the original Grant design.

Following the initial delivery in 90 days, or in late July, Johnson estimates that deliveries will be at the rate of 400 fare boxes per month. On this basis, 1,200 would be provided by late October, sufficient to equip most of the District's active bus fleet. Shipping charges, installation, etc., bring the estimated total cost of the 1,500 new fare boxes to $589,850.

The following coaches have been repainted in the District's Chrome Yellow, Champagne Gold and White paint scheme since our last report: 5100, 5115, 5120, 5124, 5128, 5131, 5820, 5826, 5847, 5856, 5872, 5873, 5874, 5900, 5907, 5911, 5914, 5916, 5921, 5929, 5931, 5932, 5933, 5942, 5955, 5956, 5957, 5963, 5971, 5984, 5986, 5990, 5994.

CALIFORNIA (CONTINUED)

THE TOWN TOUR (TTT)

ANAHEIM: TTT has cut back its service to provide a half-hourly headway (6:00PM-2:00AM) using only one bus. The $1.00 fare and unlimited riding privilege remains as before (WT 1/69).

AIRPORTRANSIT (APT)

LOS ANGELES: APT's INTERNATIONAL AIRPORT-HOLLYWOOD route was separated into two routes on March 24, the first serving the Hollywood Roosevelt Hotel and the new Sheraton-Universal Inn on Universal Studio property in North Hollywood; the other serving the Roosevelt, the Knickerbocker Hotel, Plaza Hotel and Greyhound Depot. The line operates seven days a week on roughly a 35-minute headway; 70 minutes on each branch.

AIRPORT SERVICE, INC. (ASI)

LONG BEACH: This carrier's services were adjusted on April 6 to provide one round trip on the LOS ANGELES INTERNATIONAL AIRPORT-LONG BEACH AIRPORT-HUNTINGTON BEACH-ORANGE COUNTY AIRPORT route (WT, 1/69, 4/69). The trip leaves LAX at 8:10AM and Orange County Airport at 11:15AM. The firm said that this schedule will continue until airline schedules are expanded at each airport.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of June, 1964)

+Atomic Energy Commission of Richland, Wash., upon arrival of their 27 new Flxible Suburban coaches, had for sale their 41-passenger GMC TDM-4507s which found their way to many Western operators.

+DALLAS TRANSIT SYSTEM gets first order of GMC TDH-5303s, numbered 1-95.

+Only one bus remains on former GLENDALE CITY LINES lot--the 8608 (TD-3602/056). Three months later it was purchased by U. T. B.

+LAMTA revises San Gabriel Valley/Pomona/Riverside area routes; speeds up Line 60, inaugurates Line 53, makes other changes.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Effective April 27 WGL made several schedule adjustments. Runs 1243 and 1244, formerly operating between Santa Monica and Las Vegas, were cut back to operate between Los Angeles and Las Vegas. One shuttle round trip was added between Los Angeles, Hollywood and Santa Monica and one round trip was added between Portland, Ore., and St. Helens. The SALINAS-FORT ORD-MONTEREY route has ceased serving the SOUTHERN PACIFIC depots in both Salinas and Monterey. There had been two such trips daily in each direction. One Calexico-El Centro round trip also was cut and one Friday/Sunday LOS ANGELES-SAN DIEGO EXPRESS trip via Long Beach was added, replacing one Friday/Sunday San Diego Express and one Long Beach-San Diego local. Three additional PD-4104s (7517, 7532 and 7562) have also been farebox-equipped. Coach 7552 was listed as farebox-equipped (WT 5/69) in error. This bus had previously been sold to VACA VALLEY BUS LINES.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD's twelve new GMC T6H-4521s are now in service on all six routes (See Equipment Report). They feature turquoise/green interiors, plastic

CALIFORNIA--SBMTD (CONTINUED)

sides, push doors and a red, gold and white paint scheme. SANTA BARBARA TRANSIT COMPANY, which now operates only charter service, has four GMC TGH-3101s, two TDH-3612s, two Mack C41GTs and four Marmon-Herrington coaches, numbered 209, 210, 212 and 215, stored in SBTC's fenced-in garage area, presumably awaiting sale.

SBMTD has announced plans for the institution, effective June 1, of a $1 non-rush hour monthly pass for senior citizens. Normal fares will continue to apply during peak hours.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Beginning April 27 ABL added one LOS ANGELES-LONG BEACH shuttle trip for a total of three. And on June 10 an additional LOS ANGELES-LAS VEGAS round trip was to be added. On the return this trip is to operate via Santa Ana, providing the first return service to San Diego and South Coast points without the need of traveling through Los Angeles.

The first 1969-style Silver Eagles with redesigned front and back ends, two-piece rear windows, enlarged restrooms and other features, have been assigned to the LOS ANGELES-OKLAHOMA CITY-NEW YORK pool. They are coaches 27505, 27506 and 27507 (05SE/7704-7706). Six new CONTINENTAL WESTERN Silver Eagles also have joined this pool. Also beginning June 10 ABL was to ad an additional LOS ANGELES-PHOENIX-DALLAS round trip.

ABL's Los Angeles Division is one of the three CONTINENTAL TRAILWAYS SYSTEM subsidiaries on the West Coast. It is also one of the five divisions into which ABL was divided for operating purposes in 1968. The Los Angeles Division comprises those routes west and south of El Paso and Salt Lake City to the Pacific Coast:

LOS ANGELES-SALT LAKE CITY
SAN FRANCISCO-SALT LAKE CITY
LOS ANGELES-PHOENIX-EL PASO
LOS ANGELES-SAN DIEGO-EL PASO

These routes are covered, as well as two special routes for gamblers between the San Francisco Bay area and Reno/Sparks.

Historically, the Salt Lake City operations were operated by the former BURLINGTON TRANSPORTATION COMPANY until 1946 when ABL purchased BTCo. rights and the El Paso operations were under control of the former ALL AMERICAN BUS LINES. Until 1960 the Los Angeles-San Diego route was operated by CONTINENTAL WESTERN LINES.

The present fleet consists of 87 coaches--3 GMC PD4104s, one Flxible HiLevel, 11 Bus & Car 05-Silver Eagles, 11 Kassborher Silver Eagles, 46 Bus & Car 01-Silver Eagles, 8 Kassborher Golden Eagles and 7 Bus & Car Golden Eagles. A detailed examination of this fleet follows, as our Roster of the Month:

Coach Numbers	Builder	Model/Serial Numbers	Seats	Year	Notes
25101	GM Coach	PD4104/1741	41	1956	Ex-6111
25102	GM Coach	PD4104/2035	41	1957	Ex-6121
25103	GM Coach	PD4104/3564	38	1958	Ex-6137
25301	B & C	GE/6346	40	1963	Ex-6816
25302	B & C	GE/6357	40	1963	Ex-6821
25303	B & C	GE/6502	40	1964	Ex-6826
25403	Flxible	HiLevel/10385	39	1960	Ex-6448

CALIFORNIA--ABL (CONTINUED)

Coach Numbers	Builder	Model/Serial Numbers	Seats	Year	Notes
25501-25502	B & C	05SE/7475-7476	46	1968	Ex-6612-6613
25503-25504	B & C	05SE/7500-7501	46	1968	Ex-6620-6621
25505-25507	B & C	05SE/7549-7551	46	1968	Ex-6622-6624
25508-25511	B & C	05SE/7653-7656	46	1969	
25701-25705	Kass	SE/58114-58118	46	1960	Ex-6709-6713
25706-25707	Kass	SE/58161-58162	46	1961	Ex-6722-6723
25708-25712	Kass	SE/58164-58168	46	1961	Ex-6725-6729*
25713-25715	B & C	SE/6194-6196	46	1962	Ex-6755-6757
25716	B & C	SE/6276	46	1962	Ex-6779
25717-25719	B & C	SE/6328-6330	46	1963	Ex-6794-6796
25720-25723	B & C	SE/6385-6388	46	1963	Ex-6797-99; 6901
25724-25725	B & C	SE/6538-6539	46	1963	Ex-6912-6913
25726-25727	B & C	SE/6550-6551	46	1964	Ex-6917-6918
25728-25730	B & C	SE/6759-6761	46	1964	Ex-6929-6931
25731	B & C	SE/6763	46	1965	Ex-6933
25732-25733	B & C	SE/6769-6770	46	1965	Ex-6937-6938
25734	B & C	SE/6801	46	1965	Ex-6939
25735-25736	B & C	SE/6792-6793	46	1965	Ex-6942-6943
25737-25740	B & C	SE/6827-6830	46	1965	Ex-6949-6952
25741-25743	B & C	SE/6895-6897	46	1965	Ex-6953-6955
25744-25745	B & C	SE/6951-6952	46	1966	Ex-6958-6959
25746	B & C	SE/6954	46	1966	Ex-6961
25747	B & C	SE/7074	46	1967	Ex-6971
25748-25754	B & C	SE/7182-7188	46	1967	Ex-6985-6991
25755	B & C	SE/7262	46	1967	Ex-6998
25756	B & C	SE/7281	46	1967	Ex-6999
25757-25758	B & C	SE/7284-7285	46	1967	Ex-6603-6604
25901	Kass	GE/27774	41	1958	Ex-6802
25902	Kass	GE/27773	41	1958	Ex-6803
25903-25904	Kass	GE/27775-27776	41	1958	Ex-6804-6805
25905	Kass	GE/27754	41	1957	Ex-6806
25906	Kass	GE/27756	41	1957	Ex-6807
25907	Kass	GE/27762	41	1957	Ex-6809
25908	Kass	GE/27741	41	1957	Ex-6810
25909	B & C	GE/6338	40	1963	Ex-6812
25910	B & C	GE/6340	40	1963	Ex-6814
25911-25912	B & C	GE/6355-6356	40	1963	Ex-6819-6820

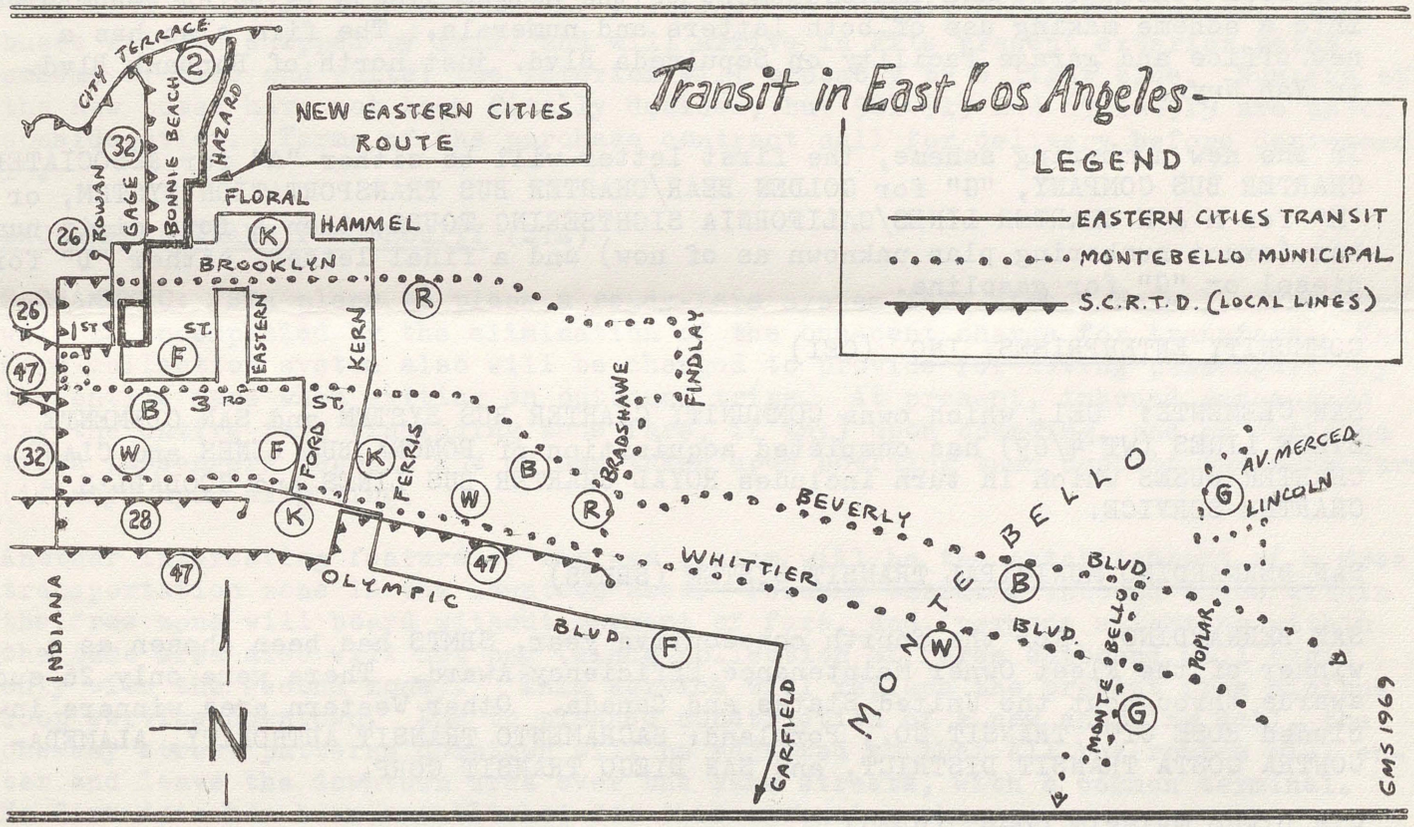
*25711 scrapped.

GOLDEN STATE CHARTER BUS LINES (GSCBL)

LOS ANGELES: GSCBL has moved from its former location on East 27th Street to the northwest corner of SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT's Vernon Yard property. GSCBL uses a portion of the yard no longer needed by the RTD, which uses the area solely to store buses that are retired and/or for sale. All GSCBL coaches are now being stored at this location.

CALIFORNIA--ECT (CONTINUED)

portation Agency, instituted a new East Los Angeles local route. Service is provided by one bus on a 20-minute headway between 8:00AM and 6:00PM Monday through Friday. The route begins at 1st Street and Rowan Ave., runs via Rowan, Michigan



Ave., Gage Ave., Hammal St., Bonnie Beach Pl., Fairmount St. and Hazard Ave. to City Terrace Drive. Coach No. 91, a 27-seat Marmon-Herrington (Model 8MB/2621, ex-Oxnard) is assigned to this route.

ECT and Amalgamated Transit Union Div. 1277 have signed a new one year contract upping operators' pay to $2.72 per hour, a second paid floating holiday and a new medical/hospital/surgical plan.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: Armed with a DOT grant for half the cost, MMBL plans to place orders for 10 new 45-passenger, air-conditioned diesel coaches to go into service in the next four to six months. MMBL currently has 19 coaches in active service, and the new order will enable the retirement of the last non-diesel units.

Last August 17 MMBL dedicated a new maintenance shop and yard, built at a cost of $959,555, of which more than half was covered by a federal grant.

FRESNO TRANSIT (FT)

FRESNO: Flxible has knocked over another former all-G. M. Western operator. A two-thirds DOT capital grant has been approved, which will enable the city of Fresno to purchase 19 new transit buses. Gerald L. Nickelson, Transit Operations Superintendent, says the contract for the construction of the 19 40-foot long, 102-inch wide diesel buses went to the Flxible Co., who underbid General Motors

CALIFORNIA (CONTINUED)

ASSOCIATED CHARTER BUS COMPANY (ACBC)

VAN NUYS: ACBC's takeover of M & M CHARTER LINES/CALIFORNIA SIGHTSEEING TOURS has been consumated, and the equipment of the merged fleets is being renumbered into a scheme making use of both letters and numerals. The firm also has a new office and garage facility on Sepulveda Blvd. just north of Burbank Blvd. in Van Nuys.

In the new numbering scheme, the first letter will be either "A" for ASSOCIATED CHARTER BUS COMPANY, "G" for GOLDEN BEAR/CHARTER BUS TRANSPORTATION SYSTEM, or "M" for M & M CHARTER LINES/CALIFORNIA SIGHTSEEING TOURS; then a four digit number (exact numbering plan unknown as of now) and a final letter, either "D" for diesel or "G" for gasoline.

COMMUNITY ENTERPRISES, INC. (CEI)

SAN CLEMENTE: CEI, which owns COMMUNITY CHARTER BUS SYSTEM and SAN CLEMENTE STAGE LINES (WT 4/69) has completed acquisition of POMONA BUS LINES and CLAUS CHARTER BUSES which in turn includes ROYAL CHARTER BUS LINES and GOODALL'S CHARTER SERVICE.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: For the fourth consecutive year, SBMTS has been chosen as a winner of the Fleet Owner Maintenance Efficiency Award. There were only 26 such awards throughout the United States and Canada. Other Western area winners included ROSE CITY TRANSIT CO., Portland; SACRAMENTO TRANSIT AUTHORITY, ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, and SAN DIEGO TRANSIT CORP.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Effective April 27 Line 1--EL CAJON BLVD. LOCAL was reestablished over its old route between the Plaza and 49th and Adams on the former 20-minutely Monday through Friday headway and 25-minutely Saturday. Line E--CITY OF EL CAJON was adjusted from a 20/60 to a 30/60 headway.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS has repainted Coach 329, one of two G. M. TDH-4509s, into its new red and white livery with blue interiors. It is believed the other TDH-4509, Coach 330, will also be repainted.

SYNANON, INC. (SI)

SANTA MONICA: SI, a rehabilitation center for former narcotics addicts, has established a bus service between a Synanon residence area located at the Santa Monica Freeway and Cloverfield Blvd. and the SI headquarters at Pico Blvd. and Appian Way, just south of the Santa Monica Pier. The equipment used is one ex-SANTA MONICA MUNICIPAL BUS LINES G. M. TDH-4801 and one ex-SMMBL TDH-5105 (see Equipment Report). Coaches are white with dark blue belt, blue below rub rail.

EASTERN CITIES TRANSIT, INC. (ECT)

EAST LOS ANGELES: Beginning May 12, ECT, in cooperation with the State Trans-

CALIFORNIA--FT (CONTINUED)

by a total of $35,000 on the contract. The new buses are to have 6V-71 Detroit Diesel engines, two-speed Allison transmissions, air-conditioning, air-assist puch rear doors and split (two piece) destination signs. All of this means that they will be model 111-CC-D1-1, or identical to SCRTD's 6100-6200 series. The buses will be shipped by rail, and will arrive in FT's present exterior paint scheme of blue and white; the interior will probably be a light blue. Numbers of the new buses have not been finally decided, but 901-919 and 6901-6919 are under consideration. Terms of the purchase contract call for delivery before September 15.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA plans to place a ready-fare system into effect July 1. The move will be accompanied by the elimination of the one-cent charge for transfers. The fare collection system also will be changed to provide for having passengers pay the entire fare when exiting on outbound trips. At present, inbound passengers pay the entire fare (including zone fare, if any) upon boarding, and on outbound trips passengers deposit 25¢ or one token upon boarding then deposit the zone fare (if any) upon alighting.

Another interesting feature of the new system will be the establishment of a free transportation zone in the downtown area. Persons boarding inbound buses within the free zone will board without payment of fare, and, persons alighting within the same area also will not pay (since collection of fares outbound will begin only with the second zone). This service will replace the present free Minibus loop service downtown. Due to planned construction of a new shopping mall, the one-way street patterns downtown will be adjusted so that all bus routes will enter and leave the downtown area over the same streets, with a common terminal. No firm date has been established for this extensive change.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The City's Public Utilities Commission voted unanimously to send a $54 million bond issue for complete renewal of Muni's entire physical plant to the voters for their approval at next November's election.

Basically, the plan calls for providing entirely new streetcar and cable car tracks, new shops and garages, facilities for storing buses and streetcars and passenger waiting shelters. The plan would allow the Municipal Railway to retain all five street car lines -- a point that may have caused the defeat of the last Muni bond issue which envisioned elimination of all streetcars.

The new plan has many of the features outlined in preliminary reports except that the subway south of St. Francis Circle has been eliminated because of high ($20 million) cost. One of the big surprises in the new plan is an $8.4 million streetcar storage facility on publicly owned land at La Playa & Kirkham, one block south of the 48th & Judah termianl of the N--JUDAH carline.

The proposal calls for building the streetcar storage facilities underground, beneath the median strip of the Great Highway at this site. Muni manager John M. Woods said more than 15,000 hours of deadhead time a year would be saved by the new location, making it implicit that connecting tracks would be built to both the N line and the L--TARAVAL carline to the south. If the new carbarn is built, the land on which the ancient Geneva barn rests would be made available for lease

CALIFORNIA--SFMRy. (CONTINUED)

or sale. Additional land would be acquired to enlarge the present bus storage facilities at Potrero Division; this could mean consolidation of the Ocean and Kirkland motor coach divisions into the enlarged Potrero Division.

The cable car system would be completely re-railed, with the 59--POWELL-MASON line being extended from Bay to Beach on Taylor. In addition, seven cable cars would be rebuilt, and three "new" ones constructed.

An alternative to the bond issue idea also was considered by the PUC. This would involve financing the program through the MUNICIPAL RAILWAY IMPROVEMENT CORP., which already has undertaken the job of replacing all of Muni's buses, trolley coaches and streetcars with new motor coach, trolley coach and rail equipment. This possibility would avoid the pitfalls of possible public rejection of the project at the polls, but interest on the bonds would be higher.

Muni has finally started disposing of its 24 surplus Marmon-Herrington model TC-40 trolley coaches, Nos. 526-549. A total of three have been sold, to transit enthusiasts, so far.

A general increase in Muni fares was scheduled to go into effect June 30. Cash fare is to be raised from 15¢ to 20¢, except on cable cars and express buses, for which the cash fare will be 25¢. School tickets will remain at 5¢ per ride, and the Sunday/Holiday pass will remain at 50¢. The plan also establishes a 5¢ Senior Citizens fare for off-hours. The new fare structure is expected to bring in $25,350,000 annually, an increase of $4,795,000 over present fares.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: All 30 of the first order of G. M. T6H-5305 coaches (#636-665, serial T6H5305/200-229) have arrived and most of them are in service, working out of Seminary Division. They all arrived by rail in closed cars via SANTA FE or SOUTHERN PACIFIC. All coaches were given the company emblem, had outside signboards added, a preliminary tuneup, and a complete inspection at Emeryville Division prior to being delivered to Seminary.

These buses were to have been assigned to the high-mileage 80-81-81A-82-83-83A lines but have appeared in service on all lines which operate out of Seminary that require wide 51-passenger vehicles.

Due to the arrival of the new coaches, some shifting around of older equipment among divisions has taken place. Coaches 1851-1859 went from Seminary to Richmond Division. These are G. M. TDH-4507s. Also going from Seminary to Richmond were TDH-5301s 538-542. In the near future, TDH-5301 606 is to be reassigned from Seminary to Emeryville.

The following TDH-4507 coaches were retired in April and May: 1714, 1731, 1736, 1737, 1749, 1784, 1801, 1806, 1810, 1822, 1803, 1844, 1849, 1864, 1873.

OBITUARY

SAMUEL E. MASON, 80, former head of SAN DIEGO TRANSIT SYSTEM and its predecessory, SAN DIEGO ELECTRIC RAILWAY CO., died April 22 in San Diego. He led the companies for 25 years before retiring in 1948. During World War II, Mason gained nationwide recognition for obtaining necessary bus and streetcar equipment to cope with a more than 300 per cent increase in transit riding.

CALIFORNIA (CONTINUED)

SIERRA LINES (SL)

LAFAYETTE: Work on coach 477 (PD4104/4787), purchased used with extensive front end damage, should be completed and it should be back on the road this month. Here are two corrections to the Sierra Lines roster carried in WT in March: Coach 477 has a GREYHOUND LINES inovated hydraulic operated air conditioner compressor motor and not a diesel unit. The hydraulic unit takes much less space than the engine and is mounted in the same compartment that was formerly occupied by the diesel compressor engine. All other components remain the same. The hydraulic motor is operated by high pressure hydraulic fluid which is pumped by a pump from the main engine. The designation should read "ACH" rather than "ACD." And coach 278, which was indicated as PD4103/1034, should be changed to read PD4103/1045.

COALINGA TRANSIT SYSTEM (CTS)

COALINGA: Here is the current time card of the newest public highway operator in California (WT 5/69):

↓	Daily, Ex. Wed. & Sun.	↑
Lv 9 00AM	COALINGA (City Hall)	Ar 6 15PM
Ar 10 20AM	FRESNO MALL (Across from Greyhound Terminal on H Street)	Lv 4 45PM
" 10 30AM	CALIFORNIAN HOTEL, Kern St.	" 4 35PM
" 10 40AM	FRESNO MALL (Van Ness St., Fresno Transit Term. at Courthouse)	" 4 25PM
" 10 50AM	FRESNO CO. HOSP. (Ventura Blvd.)	" 4 10PM
" 11 00AM	FRESNO AIR TERMINAL (E. Clinton)	" 4 00PM

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: The railroad has applied to the Public Service Commission for permission to substitute motor buses for the Sacramento Daylight, a train between Sacramento and Lathrop offering connecting service to the San Joaquin Daylight. SP alleges the one- or two-car trains average only 25 passengers a day each way, and wants to contract with GREYHOUND for a substitute bus service between Sacramento and Modesto. (In a later action, SP also applied for permission to drop the San Joaquin Daylight. If that is permitted, the question of substitute service for the connecting train would presumably become moot.)

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
Vandenburg Limousine Service, Inc.	3-17-69	Seeks pass. certificate between Santa Maria Airport and Vandenburg Air Force Base
Lincoln Bus Line	3-18-69	Granted OK to discontinue bus service between Stockton and Sacramento via Rio Vista
American Sightseeing Tours	3-25-69	Seeks to transfer certificate for sightseeing service to Knickerbocker Tours of So. Calif.

(Continued on Next Page)

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
East L.A. Community Improvement Assn.	3-26-69	Seeks extension certificate to serve City of Industry from East Los Angeles
Calif. Medical Missionary & Benevolent Assn.	3-26-69	Dismissed request to abandon bus service between St.Helena and Angwin via Sanitarium.
Bee Line Jitney Service	4-3-69	Requests passenger cert. between Rossmoor Leisure World (Walnut Creek) and Sun Valley Shopping Ctr, Concord. Now served by County Transit Lines, Inc.
Franciscan Lines	4-9-69	Amendment filed in request to operate sightseeing service in and around San Francisco
Petterson Bus Co.	4-9-69	Granted cert. fo serve Mare Island to Fairfield, and Mare Island to San Rafael
Greyhound Lines	4-9-69	Seeks to revise and reroute Special Service rte between San Luis Obispo and San Simeon
Charter Sedan Service	4-24-69	Seeks charter party permit, Santa Clara County
Calaveras Transit Co.	4-22-69	Auth. to transfer cert. between Stockton and Murphys to G. Freed. Req. to extend service and increase fares deferred. Original application sought to extend route from Murphys to Lake Alpine
Charter Sedan Service	4-24-69	Seeks to transfer certificate between San Jose and SF Intn'l Airport to National Executive Service, Inc.

* *

C O L O R A D O

DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY, INC. (DCSPM)

DENVER: On April 27 DCSP instituted several schedule changes that will be in effect through the end of the summer season. The COLORADO SPRINGS-CANON CITY round trip was extended to Denver. A second Five Star schedule also was added. Southbound the trip runs from Denver's Stapleton Airport to Pueblo, then to the Pueblo Broadmoor Hotel. The northbound trip operates to Stapleton and then to the Denver Trailways Depot.

PUEBLO TRANSPORTATION CO. (PTCo.)

PUEBLO: The city of Pueblo is considering a proposal to purchase 20 new buses in an effort to improve the mass transit service. The proposal was one of several submitted by W. C. Gilman & Co. of Cleveland, who conducted a survey of bus service last summer. Other proposals include revamping the bus schedules and routes.

DENVER TRAMWAY CORP. (DTC)

DENVER: Sweeping service curtailments on the DTC system went into effect on April 14 as a result of an order handed down by the Public Utilities Commission. On that date DTC:

1. Eliminated weekday base service (i. e. between 9:00AM and 3:00PM) on routes 15, 16, 17, 18, 23, 55, 59, 82, 83 (see WT 5/69 for names of routes).

COLORADO--DTC (CONTINUED)

2. Eliminated Saturday service on routes 15, 16, 17, 18, 23, 31, 55, 82.

3. Reduced weekday and Saturday night service so that no runs would roiginate in the downtown area after 10:45PM, and service was discontinued after 8:00 PM on routes 4, 28 and 60.

4. Reduced weekday and Saturday base headway on the 3 and 6 lines from 30- to 40-minutely.

DTC had also sought to eliminate weekday base service on line 73 and 75, and Saturday service on lines 9, 73, 75 and 84, but the PUC denied the request, ordering that Route 75 continue to operate with approximately the same or slightly increased headway as before between the southerly terminus (Villa Italia) and the downtown area. The PUC also ordered:

1. Routes 83 and 84 to continue to operate on Saturdays, except that sufficient headway adjustments could be made to provide service by a single bus on each route for a 120-minute headway.

2. Route 40 to continue to operate weekdays and Saturdays until about 10:45PM.

3. DTC to investigate the feasibility of extending route 64's West Colfax Ave. service as a potential substitute or additional service for route 84.

At PUC hearings on March 24 and 25, protests to DTC's proposed service cuts were heard from Division 1001 of the Amalgamated Transit Union and the City and County of Denver. After the April 14 changes had had time to settle in, demand was noted for later night service on route 14--EAST COLFAX-AURORA. Accordingly, trips leaving Fitzsimmons Hospital at 10:13PM, 10:45PM and 11:27PM were added to the schedule seven days per week.

O R E G O N

CRATER LAKE LODGE, INC. (CLL)

CRATER LAKE NATIONAL PARK: CLL, which operates one daily round trip June 15 to September 15 through Crater Lake National Park, Medford and Klamath Falls, has won from the Oregon Public Utilities Commission a fare increase. The PUC granted a 23 per cent increase on the Medford-Crater Lake portion and a 30 per cent increase on the Klamath Falls-Crater Lake segment. Operating losses of the carrier, which operates two 12-passenger limousines, had been absorbed by the lodge company. CLL also operates other concessions in the park.

ROSE CITY TRANSIT CO. (RCTCo.)

PORTLAND: The city of Portland was scheduled to take over RCTC's city operations on June 12, ending privately-owned transit operations in the largest West Coast city which still had such operation.

W A S H I N G T O N

PACIFIC NATIONAL LINES, INC. (PNL)

TACOMA: PNL has petitioned the Interstate Commerce Commission for permission to buy a portion of the operating rights of NORTHERN PACIFIC TRANSPORT CO., covering

WASHINGTON--PNL (CONTINUED)

routes between Auburn and Tacoma, Auburn and Buckley, Wash., and between Buckley and Sumner, Wash. PNL is associated with TACOMA SUBURBAN LINES, INC.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS, faced with an estimated deficit of $3,536,000 by 1971, is looking to a possible $1 a month tax on households as a means to get out of the financial hole. Mayor Floyd Miller announced his support for the tax. Several other Washington cities (including Tacoma and Vancouver) now have such a tax to support their publicly-owned transit systems.

EVERETT BUS SYSTEMS (EBS)

EVERETT: Clyde Hammond, owner of EBS, has asked the city for financial help to keep the 15-bus privately-owned transit system in operation after reporting operating losses for the past several years. Mayor Robert Anderson said the city may have to choose between a subsidy or going into the bus business itself. At one time the Everett lines were operated by PACIFIC CITY LINES.

U T A H

SALT LAKE CITY LINES, INC. (SLCL)

SALT LAKE CITY: SLCL wants Utah Public Service Commission approval to discontinue all Sunday schedules, and eliminate Line 19--RIVERTON, which now consists of two round trips daily except Sunday. Mayor J. Bracken Lee's bus committee has approved the plan and sent it to the City Commission. The city is currently paying a $6,250 monthly subsidy to SLCL.

Of the 50 TDH-5103 coaches sold to SLCL by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, 40 have been renumbered (but not repainted) and placed in service in Salt Lake City as #5101-5140. Ten were shipped east to other properties owned by SLCL's parent, UNION STREET RAILWAY CO.

THE LAKE SHORE LINE (LSL)

OGDEN: COOK TRANSIT CO. of Logan, Utah, new owner of this Salt Lake City-to-Ogden intercity and suburban carrier, has acquired five ex-SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT G. M. TDH-5103 coaches. Two have been repainted into Lake Shore's new orange and white livery, but none of the coaches have as yet received new fleet numbers. They were delivered during the first week of May. (See Equipment List section).

OGDEN BUS LINES (OBL)

OGDEN: OBL, which furnishes city service in Ogden and offers an estensive charter service, owns 10 former WESTERN GREYHOUND LINES TDM-4515s (#117-125, 127) and all were in service on May 10 for the Golden Spike Centennial celebration. In one of the largest special movements in recent Utah bus history, some 100 chartered coaches of several companies brought upwards of 9,000 persons to Promentory Summit (about 30 miles northwest of Ogden) for the reenactment of the driving of the Golden Spike for the completion of the Pacific Railroad in 1869.

OBL also operates a scattering of TDH-4512s and ex-ATOMIC ENERGY COMMISSION

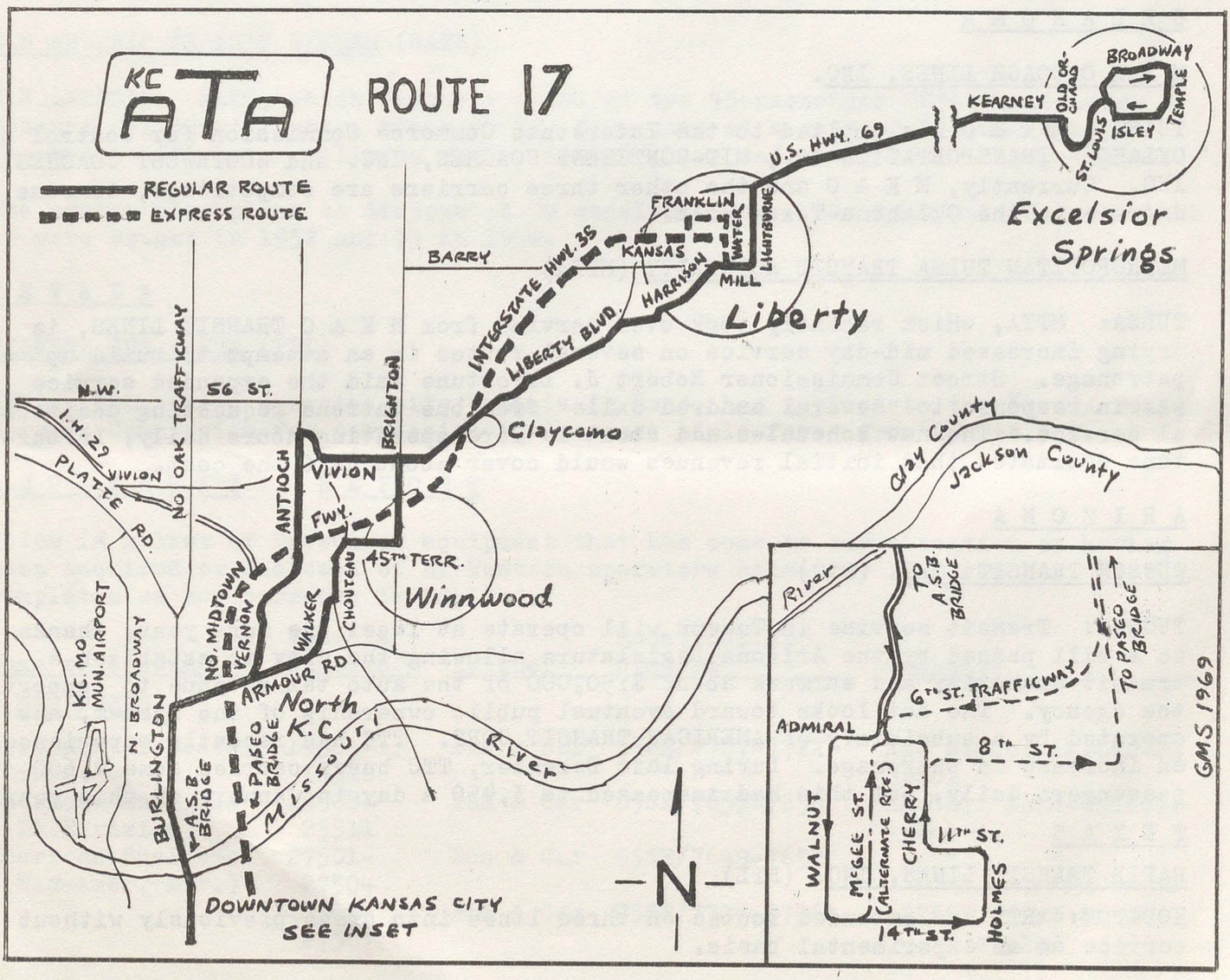
UTAH--OBL (CONTINUED)

TDH-4507s (with school lights and no rear doors), and these likewise were in service that day. A handful of 32-passenger GM gasoline transit coaches provide city transit service in Ogden. Other companies providing charter coaches for the event were SALT LAKE CITY LINES, THE LAKE SHORE LINE (recently sold by SLCL to COOK TRANSIT of Logan, Utah), GREYHOUND, CONTINENTAL and GREY LINE OF SALT LAKE CITY. One highly personal touch noted during the charter movement: driver Wes Johnson of OBL provided each of his passengers with a bunch of lilacs grown in his own back yard.

K A N S A S

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

KANSAS CITY: KCATA on April 14 took over the KANSAS CITY-EXCELSIOR SPRINGS-LIBERTY (Mo.) route of JEFFERSON LINES, INC., which had been using five GM TDH-4509s formerly of SAN DIEGO TRANSIT SYSTEM. On that date KCATA also assumed operation of the KANSAS CITY-OVERLAND PARK and KANSAS CITY-OLATHE (Kan.) routes, which were the entire operation of JOHNSON COUNTY SUBURBAN LINES (owned by CONTINENTAL TRAILWAYS). KCATA has chosen a new system emblem (shown on map) and



KANSAS--KCATA (CONTINUED)

is currently in the process of selecting a new paint scheme to replace the canary yellow and black belt rail of the predecessor KANSAS CITY TRANSIT, INC. Several liveries are under consideration and have been applied to buses in the fleet as listed:

A 200--white from roof to belt, dark green below
526--white roof, greenish blue to belt, silver below
530--light blue roof, medium blue to belt, silver below
532--white roof, light blue to belt, silver below
559--white roof, olive green to belt, silver below

The 200s are GM TDH-5105s; the 500s all are TDH-5301s.

KCATA's new herald has dark blue lettering on a light blue background.

WICHITA METROPOLITAN TRANSIT AUTHORITY (WMTA)

WICHITA: A federal grant of $43,458 will help build a new transit garage and maintenance center for WMTA, which broke ground April 21 for the 6.18-acre facility. Total cost of the center, to be built on city-owned land, is $310,000.

O K L A H O M A

M K & O COACH LINES, INC.

TULSA: M K & O has applied to the Interstate Commerce Commission for control of OKLAHOMA TRANSPORTATION CO., MID-CONTINENT COACHES, INC. and SOUTHWEST COACHES, INC. Currently, M K & O and the other three carriers are competitors, to some degree, in the Oklahoma-Texas area.

METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)

TULSA: MTTA, which recently took over service from M K & O TRANSIT LINES, is trying increased mid-day service on several routes in an attempt to build up patronage. Street Commissioner Robert J. LaFortune said the expanded service was in response to "several hundred calls" from bus patrons requesting additional service. The new schedules add about 14 more operating hours daily; LaFourtune estimated that initial revenues would cover about half the cost.

A R I Z O N A

TUCSON TRANSIT CORP. (TTC)

TUCSON: Transit service in Tucson will operate at least one more year, thanks to a bill passed by the Arizona Legislature allowing the city to establish a transit authority and earmark about $150,000 of the auto tax revenue to support the agency. The act looks toward eventual public ownership of the system, now operated by a subsidiary of AMERICAN TRANSIT CORP. TTC has recently experienced an increase in patronage. During last December, TTC buses carried some 2,600 passengers daily, but this had increased to 3,450 a day in January of this year.

T E X A S

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL has extended routes on three lines into areas previously without service on an experimental basis.

TEXAS (CONTINUED)

KERRVILLE BUS CO. (KBC)

KERRVILLE: KBC has purchased four brand-new MCI MC7s featuring 47 seats, restroom and air conditioning. The buses are used on the express, non-stop AUSTIN-HOUSTON and the HOUSTON-AUSTIN-KERRVILLE routes.

CITY OF ABILENE

ABILENE: The City of Abilene has received a $112,737 DOT grant to upgrade city transit service, now publicly-owned. The system, acquired in 1966 from MOORE TRANSIT COMPANY, plans to acquire several new coaches and construct a garage.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: One of Dallas' original street car barns is being razed to make way for the new East Dallas Transit Center, which will include a 17,000-square foot transportation building. This is the final phase of the DTS' $19.5 million modernization program initiated three years ago. Most of the money went for 330 new 53-seat transit buses. Long-range plans also call for a new transportation building and garage at the system's other division, in Oak Cliff.

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: SATS, which recently acquired two 45-passenger MC5A Challenger coaches for charter work, plans to buy four more at a cost of $43,000 apiece. The buses will have reclining seats, tinted glass and underfloor luggage space.

The system also plans to dispose of 50 obsolete buses, mostly Southerns, of which 15 were bought in 1952 and 35 in 1954.

N E V A D A

PIONEER BUS LINES (PBL)

RENO: PBL, which operates city transit in Reno, has applied to the Nevada Public Service Commission for permission to increase adult fares from 25¢ to 35¢.

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				
Continental Western Lines	14505-14510	Bus & Car	05SE/7707-7712	New Style; LA-OKC-NY pool
American Buslines (LA Division)	25508-25511	Bus & Car	05SE/7653-7656	LA-Salt Lake-Chicago pool
American Buslines (Mid-Amer. Div.)	27501-27504	Bus & Car	05SE/7649-7652	" "
	27505-27507	Bus & Car	05SE/7704-7706	(27505 first of new style)

EQUIPMENT REPORT (CONTINUED)

Name of Company	Numbers	Builder	Model/Serial Numbers	Comments
Sta Barbara Metro	200-211	GM Coach	T6H4521/128-139	Addn'l Info
Las Vegas-Tonopah-Reno Stage Lines	209-211	GM Coach	PD4107/1166-1168	
Pacific Scenic Lns	107	GM Coach	PD4093/	3 axle; lic. Y19784
San Antonio Transit	597-598	MCI	MC5A/	45 seats, AC
Western Greyhound	7000-7046	MCI	MC7/	Addn'l fleet numbers
Calif Sgtsg Tours	1505	GM Coach	PD4903/	Orange/green/white
Assoc Charter Bus Co.	A5322D, A5323D	GM Coach	PD4903/	Gold/white/blue
Airportransit	417-418	Minibus	MB-1D/	23 fwd facing seats
AC Transit	636-665	GM Coach	T6H5305/200-229	
USED BUSES				
San Diego-Mammoth Ski Bus	1202	GM Coach	PD4104/1072	Ex-EGL 4174
Arrow Charter Lns	1203	GM Coach	PD4104/3223	Ex-WGL 8651
San Diego's 200th Anniversary	822	GM Coach	PD4104/2816	Ex-WGL 8548; two-tone brown
San Diego Economy	72, 78	GM Coach	TDH4509/1335,2288	Ex-SDTC 997, 854
Community Charter Bus System	47	GM Coach	PD4501/	Ex-WGL;gold/green/white
Pacific Scenic	105	GM Coach	PD4501/	Ex-WGL; lic. Y19765
Golden State Charter Bus Lines	194	GM Coach	PD4104/	Ex-Golden Bear 194
Airportransit	1036	Flxible	323ED-D1-1/31199	Ex-Ventura Cty #1
Fiestacoach	24	GM Coach	PD4104/3031	Ex-WGL 7297
	3901	GM Coach	PD4104/1261	Ex-WGL 7250-class
	3903	GM Coach	PD4104/2366	Ex-CGL 1947
	4702	GM Coach	PD4501/909	Ex-WGL 8037
Aztec Bus Lines	701,6,7, 8,10	GM Coach	TDH4509/133,2294, 2145,2146,2286	Ex-SDTC 998,860,838, 839,852
Synanon, Inc.	937B	GM Coach	TDH4801/400	Ex-SMMBL 4802or4803
	--	GM Coach	TDH5105/	Ex-SMMBL 5101-series
Yucaipa Bus Svc	31	GM Coach	PD4104/	Yellow/white
Northgate Transit	--	GM Coach	TDH3501/835	
Cook Transp Co. (Logan, Utah)	--	GM Coach	TDH5103/016,027, 119,324,574	Ex-SCRTD 2715,2726, 2818,2847,2872
DISPOSITIONS				
Continental Western	14123	GM Coach	PD4104/3828	To Puyallup-Sumner Stg
Western Greyhound	8241	GM Coach	PD4501/485	Wrecked, scrapped
Diablo Charter Lns	15	GM Coach	PD4104/3857	To Embree for parts
Aztec Bus Lines	38, 711	White	1144-1/405977,373752	Scrapped
Embree Buses	27	ACF Brill	IC41/1020	To Mobile Home
Assoc Charter Bus	210	GM Coach	PD4506/173	To Jarrets Bus Sls
Patchett's Bus	6-55D	Flxible	VL100/	To Jarrets Bus Sls
SF Municipal Ry (Trolley Coaches)	530,536	Mar-Her	TC40/10420,10426	To Orange Empire Trolley Museum
	541	Mar-Her	TC40/10431	To John McKane