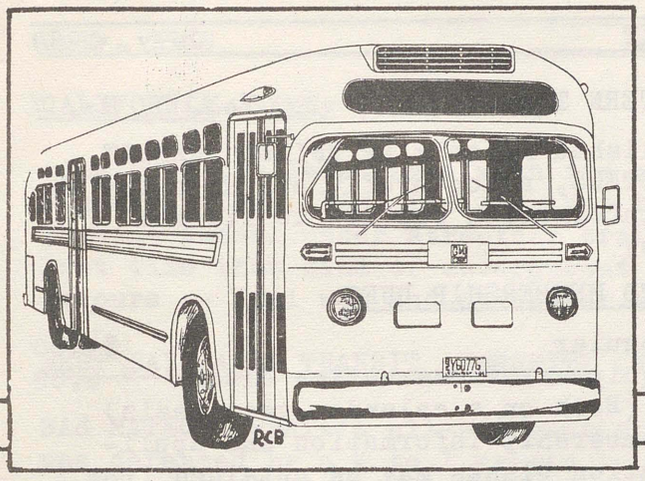


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 7 July, 1969 Sixteen Pages

C A L I F O R N I A

COALINGA TRANSIT SYSTEM (CTS)

COALINGA: The City of Coalinga, which initiated intercity bus service between Coalinga and Fresno in 1968 (WT 6/68) and subsequently extended the route to Fresno Air Terminal, recently extended the one daily except Wednesday and Sunday round trip to Clovis. Clovis is a suburb of Fresno located some 15 miles northeast of downtown Fresno; it has been without transit service for a couple of years--since MOYERS STAGES ceased operating its FRESNO-CLOVIS line.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: SFMRy is no longer a holdout from the Dreamliner transit era. The first of 190 General Motors T8H-5305 coaches ordered in April to modernize the Muni crept into town over the Bay Bridge late on Monday night, June 23. It was coach number 3003 (T8H5305/074), and it had just completed a cross-country trip from Pontiac. The 3003 showed up quite unexpectedly at Muni's Ocean Division -- it was supposed to have halted for the night at AC TRANSIT's Emeryville Division to join other new buses in a triumphial procession acrss the bridge the next day. That same night four other new buses--3012 (T8H5305/083), 3019 (T8H5305/090), 3021 (T8H5305/092) and 3022 (T8H5305/093) did pull into Emeryville as per the script.

The 190 new Dreamliners (plus 10 long, wide Flxibles) are (or will be) painted in the Muni's new color scheme of maroon and gold, which is an adaptation of the CALIFORNIA CABLE RAILROAD CO. livery which Muni had retained on the California Street cables. Muni's new emblem, an adaptation of the banner and scrollwork on the front of the California Street cable cars, appears on the front of the new buses. Inside, the buses have the high railings under which the drivers much duck to get in and out of the driver's seat. They also have the right turn horns for which the Muni is noted. It is hoped to have 50 of the new buses ready for service by July 9.

On the morning of June 24, Muni Mack 2500 carried officials and drivers to AC's Emeryville Division to pick up the four buses left there the night before. At 10:45AM the four new buses pulled up in fromt of San Francisco's City Hall for their public (and television) debut.

The 200 new buses presumably will spell the rapid end of the venerable White 798s on the Muni property. A few bad order Macks also will be scrapped; presently ready for stripping on the top deck of Potrero Division are Macks 2138,

Club News

MEETING NOTICE

August Regular Meeting:

Date: August 10, 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

September Regular Meeting:

Date: September 14, 1969 (time and place as above)

* * * * * * *

CALIFORNIA--SFMRy (CONTINUED)

2172, 2198, 2356 and 2415.

Final decisions on location of BARTD-built and Muni-operated subway stations west of Van Ness Ave. and location of subway portals have been holding up adoption of final plans for Muni-level subway construction. Start of construction, originally scheduled for 1968, cannot now begin until 1970. It was recently agreed to build one portal for both the J--CHURCH and N--JUDAH lines in Duboce just west of Market, requiring a new double track connection from Duboce and Church to Market and Church for the J line. The original plan called for two exit portals, one at Duboce for the N cars and one in Church just south of Market for the J cars. But now Muni wants to have the J-N exit grade-separated from the K-L-M subway tracks under Market. This would require a bore into 15 additional feet of solid rock (presumably inbound J-N cars would cross under the in-and-outbound K-L-M tracks) -- and the extra cost will more than eat up the savings by eliminating the Church St. portal. Until this matter is settled, the exact location of the Church St. station remains in doubt. Another problem awaiting solution is that BART wants Muni to suspend streetcar operation on the K-L-M lines while the Market Street subway-Twin Peaks Tunnel connection is built just west of Castro St. Muni feels that substitute bus ser-

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CALIFORNIA--SFMRy (CONTINUED)

vice over the Twin Peaks with its hilly and winding roads would be impractical and expensive; BART insists that to construct the subway connection inside the present tunnel under streetcar traffic would be prohibitively expensive. The last time that kind of an argument came up -- over Market Street subway station detours -- Muni won and streetcar service stayed.

WEST BAY RAPID TRANSIT AUTHORITY (WBRTA)

SAN MATEO: WBRTA's all-bus master transit plan for San Mateo County (WT 2/69) was defeated by a 4 to 1 margin in a special June 10 election. Defeat of the plan could spell finis for WBRTA itself, and San Mateo County officials are now eyeing the SOUTHERN PACIFIC CO., which operates an extensive rail commuter system in the area, for a possible joint solution. Also under study is a possible hook-up with BAY AREA RAPID TRANSIT DISTRICT, at least for a rapid transit connection with San Francisco International Airport. WBRTA was created in 1961 after the county supervisors voted to take the county out of BARTD. WBRTA had wanted to establish a county-wide bus network by 1972, a Daly City-to-International Airport rail line by 1975 and a San Francisco-San Jose rail line by 1990. BARTD officials are freely predicting that sooner or later San Mateo County will rejoin the District, and WESTERN GREYHOUND LINES has made no secret of its desire to gradually phase out its commuter bus system in the area as soon as a plan for a publicly-owned transit network is adopted.

AIRPORT SERVICE, INC. (ASI)

LOS ANGELES: Effective June 15, ASI decreased the headway on its L. A. INTERNATIONAL AIRPORT-PASADENA-MONROVIA line from hourly to 45-minutely. An additional round trip also was added between Long Beach Municipal Airport and Huntington Beach.

KNICKERBOCKER TOURS, INC. (KT)

REDONDO BEACH: KT has filed application with the Public Utilities Commission for a certificate for sightseeing service in Redondo Beach and nearby beach areas. Hearings were held in Los Angeles June 18 and 19.

PEERLESS STAGES SYSTEM (PSS)

SAN JOSE: PSS discontinued service June 16 (two round trips Monday-Friday) between Homestead & Wright and Holy Cross School on its SAN JOSE-MONTA VISTA-LOYOLA route. Also dropped was the first outbound trip of the morning.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTC)

LONG BEACH: Several extensions and improvements have been put into effect by LBPTC. as follows:

Line 5--NORTH LONG BEACH-EAST FOURTH was extended from Naples Plaza to California State College at Long Beach via 2nd, Pacific Coast Highway, Loynes Drive, Palo Verde, Vista, Silvera, 5th, Margo to 7th and loop inside the campus. An hourly headway Monday through Friday and 80-minute on Saturday is operated between roughly 8:00AM and 6:00PM. The College Park Estates branch of Line 9, which served a part of this area with seven trips a day, was discontinued at the same time.

Line 6--ATLANTIC AVENUE was extended northward from 71st Street to Alondra Blvd. All trips on the line cover the new extension designed to serve Dominguez

CALIFORNIA--LBPTC (CONTINUED)

High School and to connect with SCRTD Line 115--COMPTON-IMPERIAL HIGHWAY. Line 8--EAST TENTH STREET-PIERPOINT LANDING had its Sunday headway improved from hourly with one bus all day to a 30/60 headway betwwen 10:30AM and 5:30PM between Pierpoint and First and Pine. Between First and Pine and East Long Beach the hourly headway continues.

KOPECKY CORPORATION (KC)

SAN DIEGO: This firm, currently owner of SAN DIEGO-MAMMOTH SKI BUS of San Diego, has applied to the Interstate Commerce Commission for charter operation rights beginning in San Diego County and extending to points in Arizona, Colorado, Idaho, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

ANAHEIM JITNEY SYSTEM (AJS)

ANAHEIM: AJS has instituted a new line -- CHURCH ROUTE, operating on Sundays only from 7:30AM to noon. The service serves churchs in Anaheim for Disneyland area people only.

EDUCATIONAL AND RECREATIONAL SERVICES, INC. (EARSI)

LOS ANGELES: EARSI, owners of ASSOCIATED CHARTER BUS CO., M & M CHARTER LINES/ CALIFORNIA SIGHTSEEING TOURS and GOLDEN BEAR/CHARTER BUS TRANSPORTATION SYSTEM, has exercised an option to purchase LEEWARD BUS COMPANY, LTD., HAWAIIAN SCENIC TOURS, LTD., and affiliated companies. The purchase is subject to approval by the Hawaii Public Utilities Commission. The acquired companies operate about 100 transit, tour, charter and school buses in Honolulu.

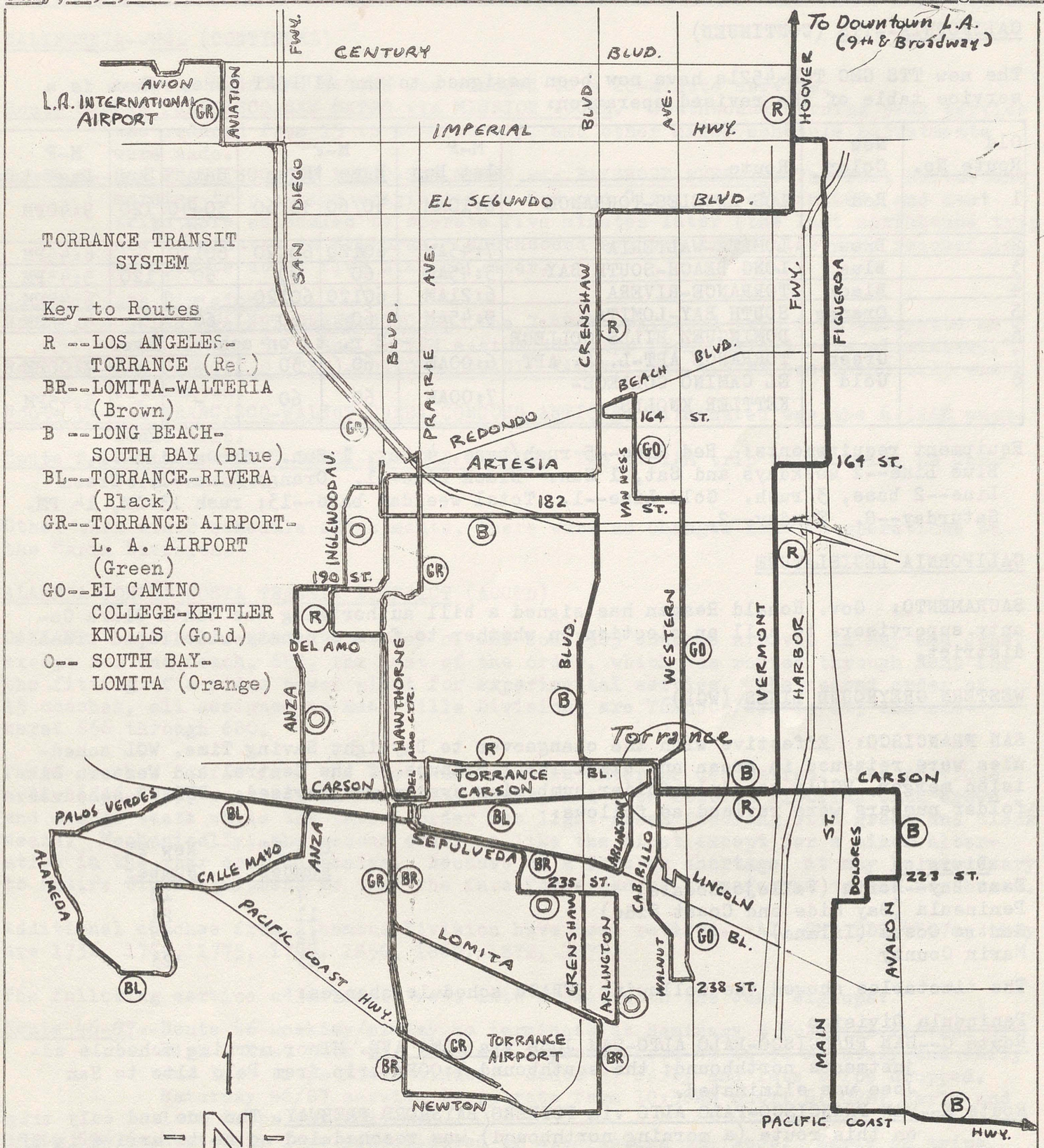
BARRETT TRANSPORTATION, INC. (BTI)

SAN FRANCISCO: YELLOW CAB CO., a wholly-owned subsidiary of San Diego-based WESTGATE-CALIFORNIA CORP., has purchased the entire stock of BTI, operator of the limousine service between San Francisco International Airport and downtown San Francisco, downtown Oakland, and Peninsula points as far south as Palo Alto. They also hold charter rights throughout California.

YCC also operates AIRPORTRANSIT in Los Angeles and Oakland, and taxicab lines in several California cities. Since the purchase, BTI's fleet of two-tone green Flxible Starliners and Flxliners and GMC PD-4104s, PD-4106s and PD-4107s have been repainted into an orange livery with a very wide white belt rail with the word "AIRPORTER" lettered above the windows along the side. Buses also have been reunmbered into the 300 series.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS, one of Southern California's municipal operations which a year ago seriously considered selling out to SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, has given its system a new image with a completely revised route and schedule network. All local lines now leave the Torrance Bus Terminal at 45 minutes after the hour for direct connections to and from all parts of the system. Lines are no longer numbered for the public, but rather are color coded. New public timetables are printed on white paper with ink corresponding to the "color" of the line. For example, the former Line 1--LOS ANGELES-TORRANCE, is now known as the "Red Line." A map of the system appears on the next page, and a service table follows on page 6.



TORRANCE TRANSIT SYSTEM

Key to Routes

R --LOS ANGELES-TORRANCE (Red)
BR--LOMITA-WALTERIA (Brown)
B --LONG BEACH-SOUTH BAY (Blue)
BL--TORRANCE-RIVERA (Black)
GR--TORRANCE AIRPORT-L. A. AIRPORT (Green)
GO--EL CAMINO COLLEGE-KETTLER KNOLLS (Gold)
O-- SOUTH BAY-LOMITA (Orange)

(Dominguez Hills College lines, 2 r.t. on school days, not shown on map)

GMS-1969

Torrance Transit System

CALIFORNIA--TTS (CONTINUED)

The new TTS GMC T6H-4521s have now been assigned to the AIRPORT line. Here is a service table of the revised operation:

Old Route No.	New Color	Route	M-F 1st Bus	M-F Base	M-F Rush	Sat	Sun	M-F Last Bus
1	Red	LOS ANGELES-TORRANCE	6:10AM	30/60	30/60	30-40 70	120	9:40PM
2	Brown	LOMITA-WALTERIA	7:45AM	60/120	60/120	60/120	-	6:45PM
3	Blue	LONG BEACH-SOUTH BAY	5:45AM	60	60	60	120	5:45PM
4	Black	TORRANCE-RIVERA	6:21AM	60/120	60/120	-	-	6:45PM
5	Orange	SOUTH BAY-LOMITA	9:45AM	60	60	60	-	4:45PM
6		DOMINGUEZ HILLS COLLEGE	--2 r. t. on school days--					
7	Green	TORRANCE APT-L. A. APT	6:00AM	60	30	-	-	7:00PM
8	Gold	EL CAMINO COLLEGE-KETTLER KNOLLS	7:00AM	60	60	-	-	5:45PM

Equipment requirements: Red Line--5 rush/base, 4 Sat, 1 Sun. Brown Line--1. Blue Line--2 weekdays and Sat, 1 Sun. Black Line--1. Orange Line--1. Green Line--2 base, 3 rush. Gold Line--1. Total weekday base--13; rush 13 AM, 14 PM. Saturday--8. Sunday--2.

CALIFORNIA LEGISLATURE

SACRAMENTO: Gov. Ronald Reagan has signed a bill authorizing the Santa Clara County supervisors to call an election on whether to form a county-wide rapid transit district.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Effective with the changeover to Daylight Saving Time, WGL schedules were reissued in green and black ink. Beaause of the Central and Western Division merger, WGL's schedule folder numbering system was revised. SFBACR schedule folder numbers were revised as follows:

Division	Old TT Number	New TT Number
East Bay--North (Vallejo Locals)	7	15
Peninsula (Bay Side and Coast Side)	11	21
Contra Costa (Inland)	12	22
Marin County	13	23

The timetables showed the following SFBACR schedule changes:

Peninsula Division

Route C--SAN FRANCISCO-PALO ALTO-SAN JOSE via ALMA AVE. Minor morning schedule adjustments northbound; the southbound 4:00PM trip from Palo Alto to San Jose was eliminated.

Route K--SAN FRANCISCO-PALO ALTO via POTRERO/BAYSHORE FREEWAY. The one and only trip on this route (a morning northbound) was rescheduled so as to arrive in SF at 7:31AM.

Route D--SAN FRANCISCO-SAN JOSE (Depot Stops Only). The only trip on this route (a southbound morning trip) no longer stops at the Hillsdale, Belmont or San Carlos stations.

Route B--SAN FRANCISCO-REDWOOD CITY via BAYSHORE LOCAL. One northbound morning trip was eliminated, and remaining schedules readjusted to give roughly a 20-minute headway; and the 15-minute headway leaving Redwood City northbound

CALIFORNIA--WGL (CONTINUED)

between 4:30 and 6:00PM was changed to a 20-minute service.

Route M--SAN FRANCISCO-SAN MATEO via MISSION LOCAL. Southbound morning peak service was reduced from 15 to 20-minutely, and other minor schedule adjustments were made.

Route Z--SAN FRANCISCO-SAN BRUNO-SAN MATEO via BAYSHORE FREEWAY. The last northbound morning trip (which originated in Redwood City) was eliminated, and most trips were scheduled to operate five minutes later (the last northbound trip now originates in Millbrae); southbound evening trips also were rescheduled to operate about five minutes later.

Contra Costa Division

Route O--OAKLAND-WALNUT CREEK-CONCORD. The 7:48AM westbound trip from Lafayette as well as the 5:09 and 5:37PM eastbound trips from Oakland were eliminated.

Route R--SAN FRANCISCO (TBT)-CONCORD-YGNACIO VALLEY. The 4:57PM eastbound trip was eliminated.

Route U--SAN FRANCISCO-WALNUT CREEK-CONCORD-ANTIOCH. Eliminated was the 6:32AM westbound trip.

Route Z--OAKLAND-WALNUT CREEK-CONCORD EXPRESS. The 6:51AM trip originating in Concord was cut.

Other than minor schedule adjustments, there were no changes made in operations on the Marin Division.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: ACCTD's second 1969 order of GMC T6H-5305 coaches arrived in May and June, except for one coach, 680, the last of the order, which was routed through Reno for the fitting of a steam power plant for experimental service. The second order of 15 coaches, all assigned to Emeryville Division, are T6H5305/231 to 245 and numbered 666 through 680.

These coaches differ from the previous order in interior decoration. The previous order (636-665), received in March and April, had rose colored flooring with brown and orange seats while the latest order has light green flooring with green and black seats. Mechanically, the second order is like the first except for a minor alteration in the rear door mechanism. Because of a farebox shortage, it may be necessary to retire older equipment so that the fare foxes can be transferred to the new buses.

Additional coaches from Richmond Division have been retired. All GMC TDH-4507s, they are 1736, 1744, 1775, 1798, 1850, 1869, 1872, 1873.

The following service adjustments went into effect with the June signups:

Route 46-87--Route 46 weekday/midday to terminate at Seminary & Foothill instead of High & East 14th St. Headway improved from 45 to 30 minutely and early and late trips discontinued. Route 87 early and late trips dropped. Saturday 46/87 service to operate from 10:30AM until 6:40PM; early and late trips discontinued.

Route 59/76--Montclair legs consolidated by alternating the loop. Early AM trips eliminated.

Route 67--Southbound route El Cerrito to Berkeley rerouted from Richmond Ave. to Central, Liberty, Fairmount, and regular route, to provide a better service to the El Cerrito Plaza Shopping Center.

Route 68--Re-routed to operate on 41st St. in both directions between Roosevelt and MacDonald, to better serve Montgomery Ward Shopping Center, Richmond.

CALIFORNIA--ACCTD (CONTINUED)

Route 93--Trip leaving Channel & Grant at 7:45AM and trip leaving Bay Fair Shopping Center at 8:10AM eliminated; 6:39PM trip leaving 150th Ave. to Channel & Grant eliminated; both Saturdays.

Effective July 1, ACCTD increased all adult transbay fares by five cents and revised the price of tokens from 5/$1 to 4/$1. The present 25-cent basic fare, zone charges and childrens' fares remain as before.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Line 66--HUNTINGTON PARK-LONG BEACH-SAN PEDRO was rerouted at its Huntington Park end June 1--the rerouting actually amounting to a short extension. Formerly, northbound buses discharged passengers at the onetime streetcar safety zone on Pacific Blvd. at Randolph St., before turning left to loop via Randolph, Rugby Ave., Belgrave Ave. and Pacific. Although many of the Huntington Park safety zones are still in use, this particular one has been relocated to the curb; precluding its continued use by line 66. For the convenience of those line 66 patrons destined to Slauson Ave., the line has been extended northward along Pacific to a new loop via Slauson, Malabar St., 58th St. and Pacific.

Line 135--NORTH EL MONTE-SOUTH MERCED, was rerouted in South El Monte on May 25. The former route, via Hoyt Ave., Klingerman St., Central Ave., Klingerman and Merced Ave., used a substandard portion of Klingerman between Central and Merced. In response to complaints from residents, the line has been rerouted via Hoyt, Klingerman, Central, Rush St. and Merced.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of July, 1964)

+SAN DIEGO ECONOMY LINE drops its three El Cajon Valley routes -- 2--EL CAJON-OLIVE HILLS, 3--EL CAJON-LAKESIDE and 4--EL CAJON-SANTEE.

+STOCKTON METROPOLITAN TRANSIT DISTRICT has bond issue before voters to purchase STOCKTON CITY LINES and LINCOLN BUS LINE and operate them as a unified system.

+SAN DIEGO TRANSIT SYSTEM unveils an all day downtown "Shop-A-Round" pass; sells five GMC TDH-4509s to JEFFERSON TRANSPORTATION CO. in Missouri.

+Daly City leaders urge extension of SAN FRANCISCO MUNICIPAL RAILWAY service into their city to replace NORTHGATE TRANSIT LINES.

The District has completed several more used bus sales. Two more GMC TDH-5103s (2836 and 2889) were sold to COMMUNITY ENTERPRISES, INC. and ten to LEEWARD BUS LINES of Pearl City, Hawaii for $2,000 each, from which a 10 per cent "finder's fee" goes to the American-International Bus Exchange. The sale to Leeward includes a 60-day option for 10 more 5103s at the same price.

One of the unsuccessful bidders in the RTD's last used bus auction was NATIONAL CITY LINES, whose bid of $1,210 each for 25 5103s was among those rejected. EL PASO CITY LINES has since purchased a total of 25 5103s for $2,000 each in two separate transactions--15 in the first and 10 in the second. John D. McGuigan Inc. collected a 10 per cent finder's fee for negotiating the sales, but the net return to the District is still nearly 50 per cent over the NCL bid. Finally, Dr. Stanley Soho of Tucson, Ariz., has purchased GMC TDH-3612 6683 for $1,010. This is the price at which a similar coach was sold at auction.

RTD's labor contracts expired May 31 and as of early July no new agreements had been reached. Strike action late in the summer was a medium possibility.

CALIFORNIA--SCRTD (CONTINUED)

The following SCRTD coaches have been repainted in the District's livery of Chrome Yellow, Champagne Gold and White since our last listing: 5106, 5802, 5813, 5831, 5833, 5838, 5864, 5876, 5903, 5904, 5908, 5959, 5960, 5966, 5972, 5973, 5978, 5982, 5988, 5992, 5997.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: The Rohr Corp. of Chula Vista, Calif., an airframe manufacturer, was the apparent low bidder June 3 on BARTD's first 250 rail rapid transit cars. Rohr bid $59,094,967 for production of aluminum cars and $62,525,337 for stainless steel car. Second lowest bidder on the aluminum cars was Pullman-Standard of Chicago at $60,967,792. St. Louis Car Division of General Steel Castings bid $62,363,641.

An official of Rohr, which has had no previous experience with rail vehicles, said the firm, if successful in winning the BART contract (expected to be awarded sometime this month), plans to enter the rail rapid transit field extensively. BARTD vehicle specifications required the manufacturer to utilize a "systems design" approach that is common in the aerospace industry, which is a very familiar environment to Rohr but unfamiliar to the established rail car builders. The cars will feature air suspension and hydraulically or pneumatically actuated disc brakes, and operate on 1000-volt DC power.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

As outlined (TB 4/68), the PUC held a series of hearings concerning the operations between the Mare Island Naval Shipyard at Vallejo and many Northern California cities. At that time only two carriers held PUC certificates and it was determined that certificates were necessary to qualify a carrier for continued operation. This produced a rash of filings on what has become known as the "Mare Island Case," as follows:

Name of Carrier	Date	Item
Petterson Bus Co.	5-13-69	Granted cert. to extend passenger service from Mare Island to San Rafael and Fairfield.
Petterson Bus Co.	6-9-69	Requests to extend passenger service to Benicia city limits from Mare Island.
W. Hendericksen	6-9-69	Seeks cert. between Mare Island and Healdsburg.
Steele Transp. Co.	6-13-69	For passenger cert. between Napa and Mare Island
K. Hendricksen	6-17-69	Seeks cert. to operate between Mare Island and Windsor and intermediate points.
A. Lopez Jr.	6-18-69	Seeks cert. between Mare Island and Vacaville.
Elwood M. Bobo	6-18-69	Seeks cert. between Mare Island and San Rafael

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
East LA Community Improvement Assn.	5-20-69	Auth. to extend service between East Los Angeles and City of Industry
American Transit, dba American Sightseeing Tours Inc.	5-20-69	Request to transfer certificate to Knickerbocker Tours dismissed without prejudice.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
S.B.Weiss, dba Park Lane	5-20-69	Granted certificate between Park Lane, a hotel in Moterey, and Canterbury Hotel, San Francisco
Douglas Bus Lines	5-22-69	For auth. to extend service to North American Rockwell plant at Laguna Niguel
Mammoth Bus Lines	5-27-69	Oper. rights between Mammoth Lakes and other points revoked
Newport National Bank	5-28-69	Seeks class B charter perty certificate, Newport Beach

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C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: DTC has become one of the latest systems to institute an exact fare plan; a no-change policy was placed into effect on May 26.

As a result of a new drivers' wage contract which has an increase of 50 cents an hour (spread over two years), DTC filed for a 5¢ fare increase with the Public Utilities Commission to be effective May 24. The PUC denied the increase but scheduled public hearings for later.

When the South Platte River threatened to flood its banks on May 7, DTC -- remembering the 1965 flood in which several buses were submerged -- moved its buses to the nearby Wards parking lot. The Ward lot happens to be the site of the old DTC South Division.

A R I Z O N A

MOGOLLON STAGE LINES (MSL)

PHOENIX: MSL has added Sunday service of one round trip between Phoenix and Payson. The carrier was already operating Monday through Saturday service consisting of one PHOENIX-PAYSON round trip and one round trip from Phoenix to Holbrook in conjunction with WHITE MOUNTAIN LINES.

K A N S A S

KANSAS CITY AREA TRANSPORTATION AUTHORITY (KCATA)

KANSAS CITY: Another independent bus line has been taken over by KCATA, this time ARGENTINE TRANSIT LINES, INC., effective June 9. General Manager P. S. Jenison of the Authority said inclusion of ATL's routes in the system will eliminate the double fares many persons have been paying in order to complete their journeys on a city bus. Some of ATL's routes into Wyandotte and Johnson Counties (Kansas) were at one time operated by KANSAS CITY PUBLIC SERVICE CO., which later became KANSAS CITY TRANSIT INC., the largest of the operations taken over by KCATA.

W A S H I N G T O N

WASHINGTON COAST LINES, INC. (WCL)

OLYMPIA: The Interstate Commerce Commission has approved the transfer to WASHINGTON COAST LINES, INC., Aberdeen, Wash., of the operating rights issued to HARBOR LINES,

WASHINGTON--WCL (CONTINUED)

Inc., and acquired by GREYS HARBOR LINES, INC., authorizing operation between Olympia and Hoquiam, Wash., between Elma and Chehalis, Wash., and between Chehalis and South Bend, Wash.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Despite rising patronage, STS expects its losses to rise from $1,362,711 last year to about $2.7 million this year due principally to an increase in wages by another eight cents an hour on July 1. The system's annual report warned of the deteriorating financial situation, but advised against either a fare boost or a curtailment of service. Last year STS buses carried 35,769,686 persons, up from 35,708,417 in 1967.

H A W A I I

LEEWARD BUS CO. (LBC)

HONOLULU: The Honolulu City Council has approved a contract with LBC for expanded routes between Makaha and Honolulu. Beginning July 1 the city is subsidizing ten daily round trops instead of the former two trips. LEEWARD also is operating another subsidized route, from Honolulu to Leeward, using three coaches. This service, begun in May, is considered successful and the city has recommended that the subsidized service be tripled.

LEEWARD is expected to be one of the bidders on a contract to operate service between Windward and downtown Honolulu, connecting Waimanalo, Kailua and Kaneohe with downtown via the Pali Highway. The contract would require the company to have at least 13 buses on the road weekdays with six on Saturdays and a peak hour headway not greater than 15 minutely. Other carriers expected to bid on this line include HONOLULU RAPID TRANSIT CO., WAHIAWA TRANSPORT SYSTEM, ROBERTS ILIMA TOURS and EDWARD GOMES SCHOOL BUS SYSTEM.

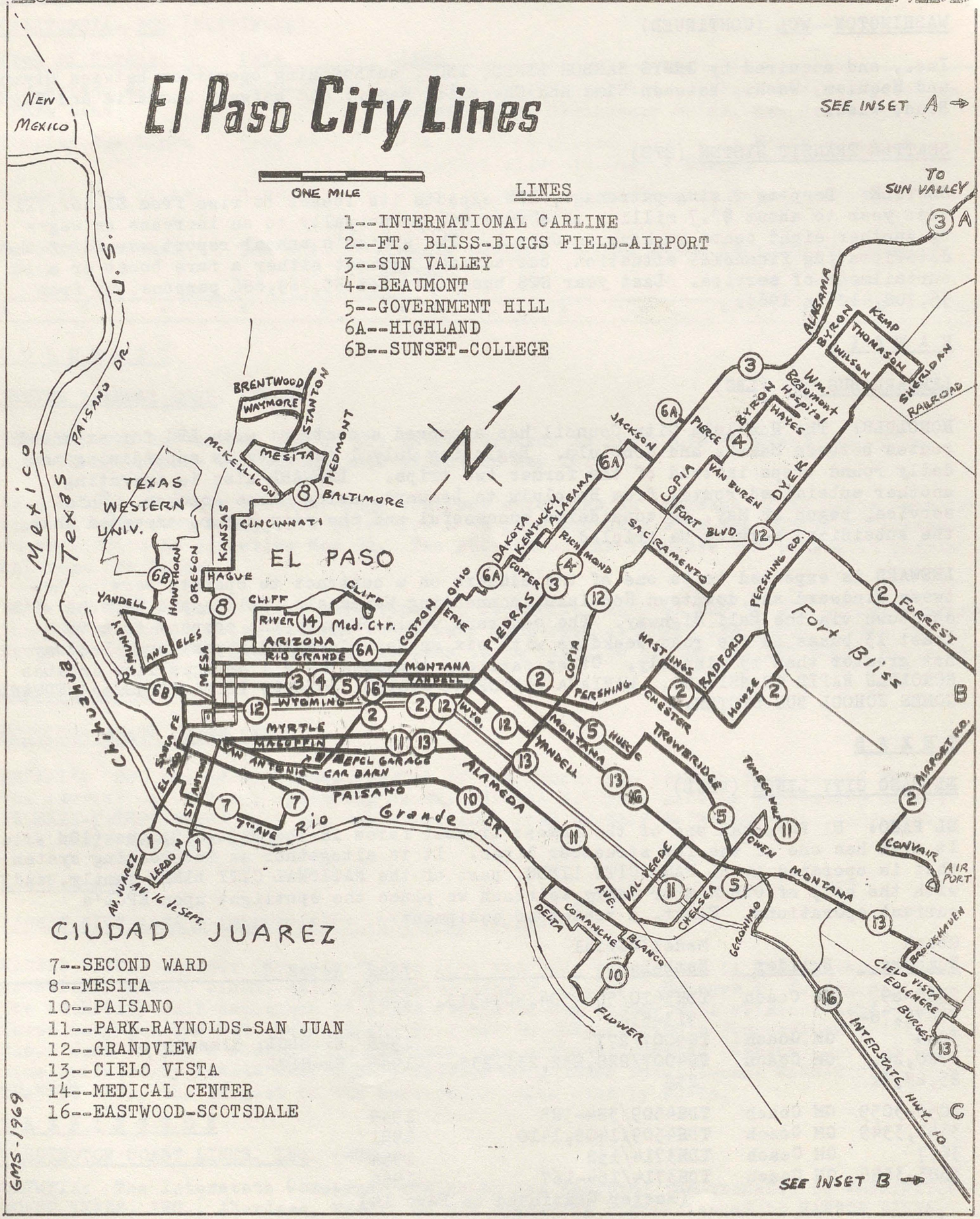
T E X A S

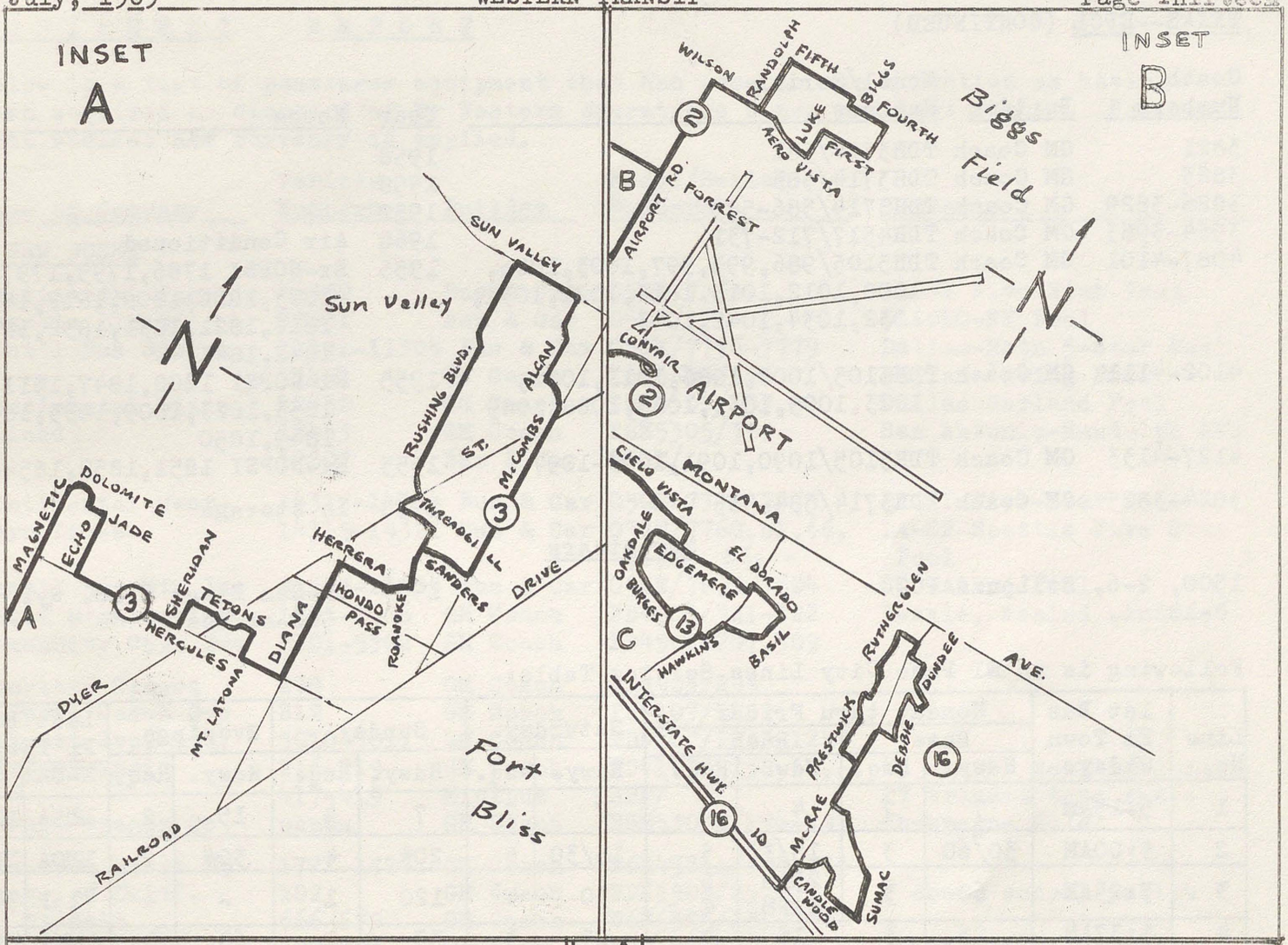
EL PASO CITY LINES (EPCL)

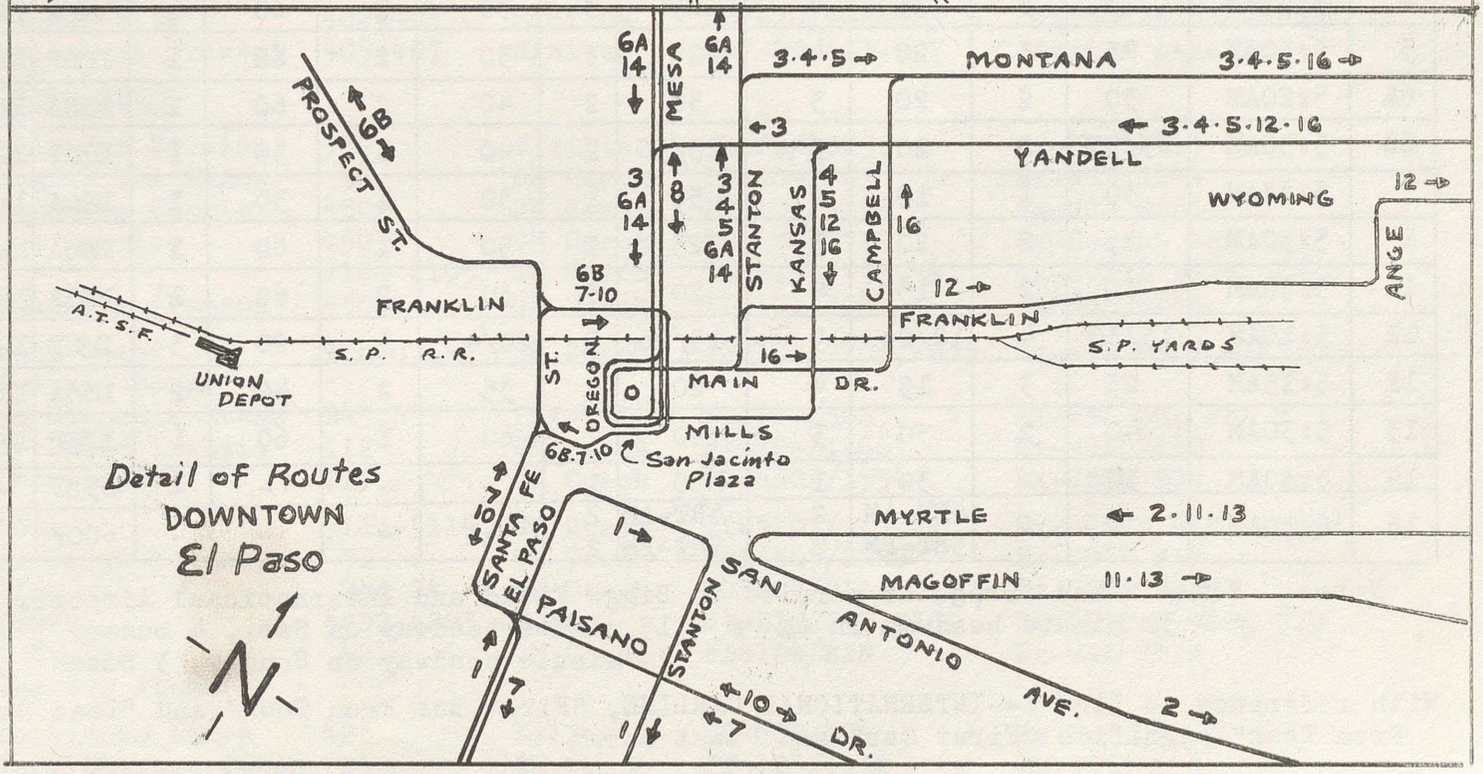
EL PASO: El Paso has one of the lowest transit fares in the United States (10¢). It also has one of the few streetcar lines. It is altogether an interesting system that is operated by EL PASO CITY LINES, part of the NATIONAL CITY LINES family, and with the help of UTB Member Henry Leinbach we place the spotlight upon EPCL's current operations. First, a roster of equipment:

Coach Numbers	Builder	Model/Serial Numbers	Year	Notes
2568-69, 74-75,78-79	GM Coach	TDH3610/503-504,509-510, 513-514	1947	
3014	GM Coach	TG4007/277	1945	Ex-SLCL; dieselized
3020,24, 25,27,31	GM Coach	TD4007/228,232,233,235, 239	1945	Ex-SLCL
3055-3059	GM Coach	TDH4509/384-388	1949	
3347,3349	GM Coach	TDH4509/1408,1410	1951	
3677	GM Coach	TDH3714/158	1954	
3683-3686	GM Coach	TDH3714/164-167	1954	

(Roster Continued on Page 14)


El Paso City Lines
NEW MEXICO
MEXICO
TEXAS
U. S.
PAISANO DR.
ONE MILE
LINES
1--INTERNATIONAL CARLINE
2--FT. BLISS-BIGGS FIELD-AIRPORT
3--SUN VALLEY
4--BEAUMONT
5--GOVERNMENT HILL
6A--HIGHLAND
6B--SUNSET-COLLEGE
SEE INSET A
TO SUN VALLEY
ALABAMA
KEMP
BYRON
THOMASON
WILSON
SHERIDAN
RAILROAD
WM. BEAUMONT Hospital
HAYES
PIERCE
JACKSON
COPIA
VAN BUREN
DYER
FORT BLVD.
SACRAMENTO
RICHMOND
DAKOTA
KENTUCKY
ALABAMA
COPPER
PIEDRAS
COTTON
OHIO
ERIE
PERSHING RD.
FORREST
Fort Bliss
HASTINGS
RADFORD
HOUZE
CHESTER
PERSHING
COPIA
MONTANA
HUECO
TROWBRIDGE
TIMBER VALLEY
OWEN
AIRPORT RD.
CONVAIR AIR PORT
MONTANA
VAL VERDE
AVE.
CHELSEA
GERONIMO
DELTA
COMANCHE
BLANCO
FLOWER
BROOKHAVEN
CIELO VISTA
EDGEMERE
BURGES
INTERSTATE HWY. 10
SEE INSET B
BRENTWOOD
WAYMORE
STANTON
MESITA
PIEDMONT
McKELLIGON
BALTIMORE
CINCINNATI
KANSAS
TEXAS WESTERN UNIV.
EL PASO
HAGUE
OREGON
HAWTHORN
YANDELL
CLIFF
RIVER
Med. Ctr.
ARIZONA
RIO GRANDE
MONTANA
WYOMING
MYRTLE
MAGOFFIN
W. ANTONIO
REPEL GARAGE
CAR BARN
PAISANO
Rio Grande
7TH AVE
ALAMEDA
MESA
CAMPBELL
ANGELES
SANTA FE
EL PASO
ST. VINCENT
CHIHUAHUA
CIUDAD JUAREZ
AV. JUAREZ
AV. 16 de SEPT.
LERDO N
7--SECOND WARD
8--MESITA
10--PAISANO
11--PARK-RAYNOLDS-SAN JUAN
12--GRANDVIEW
13--CIELO VISTA
14--MEDICAL CENTER
16--EASTWOOD-SCOTSDALE
GMS-1969


INSET A
INSET B
Sun Valley
SUN VALLEY
RUSHING BLVD.
ALCAN
ST.
M. COMBS
THREADGILL
SANDERS
HERRERA
HONDO PASS
ROANOKE
DRIVE
MAGNETIC
DOLOMITE
JADE
ECHO
SHERIDAN
TETONS
DIANA
HERCULES
MT. LATONA
DYER
RAILROAD
Fort Bliss
WILSON
RANDOLPH
FIFTH
BIGGS
FOURTH
LUKE
AERO VISTA
FIRST
Biggs Field
AIRPORT RD.
FORREST
CONVAIR
AIRPORT
CIELO VISTA
MONTANA
OAKDALE
EDGEMERE
EL DORADO
BURGES
HAWKINS
BASIL
RUTHERGLEN
DUNDEE
AVE.
PRESTWICK
DEBBIE
INTERSTATE HWY 10
McRAE
CANDLEWOOD
SUMAC


PROSPECT ST.
MESA
MONTANA
3·4·5
3·4·5·16
3·4·5·12·16
YANDELL
WYOMING
STANTON
KANSAS
CAMPBELL
FRANKLIN
A.T.S.F.
S.P. R.R.
UNION DEPOT
OREGON ST.
MAIN
DR.
MILLS
San Jacinto Plaza
S.P. YARDS
Detail of Routes
DOWNTOWN
El Paso
SANTA FE
EL PASO
PAISANO
SAN ANTONIO AVE.
MYRTLE
MAGOFFIN

TEXAS--EPCL (CONTINUED)

Coach Numbers	Builder	Model/Serial Numbers	Year	Notes
3821	GM Coach	TDH3714/581	1958	
3823	GM Coach	TDH3714/583	1958	
3826-3829	GM Coach	TDH3714/586-589	1958	
3964-3983	GM Coach	TDH4517/712-731	1960	Air Conditioned
4087-4101	GM Coach	TDH5105/986,995,997,1003,1006, 1008,1012,1013,1016,1021,1031, 1032,1034,1042,1043	1955	Ex-NOPSI 1786,1795,1797, 1803,1806,1808,1812,1813, 1816,1821,1831,1832,1834, 1842,1843
4102-4111	GM Coach	TDH5105/1000,1086,1011,1092, 1023,1009,1033,1085,1088,1089	1955	Ex-NOPSI 1800,1847,1811, 1853,1823,1809,1833,1846, 1849,1850
4127-4133	GM Coach	TDH5105/1090,1091,1093-1097	1955	Ex-NOPSI 1851,1852,1854-58
3824-3825	GM Coach	TDH3714/584-585	1958	In storage
		Streetcars		
1500, 2-6, 8-18	St.Louis PCC		1937	Ex-San Diego Elec. Ry. 500-series

Following is an El Paso City Lines Service Table:

Line No.	1st Bus Fm Town Wkdays	Monday thru Friday				Saturday		Sunday		Evenings		Last Bus Fm Town	
		Base		Rush									
		Hdwy.	Req.	Hdw.	Req.	Hdwy.	Req.	Hdwy.	Req.	Hdwy.	Req.	M-Sat	SUN
1	5:15AM	7	7	4	10	7	7	7	4	15	2	1215A	1215A
2	5:00AM	30/60	3	15/30	5	15/30	5	20*	4	30#	2	1210A	1240A
3	5:25AM	60	3	25AM 30PM	5 4	30	4	120	1	-	-	715P	745P
4	5:37AM	25	3	15	4	25	3	30	2	60	1	1225A	1205A
5	5:30AM	25	3	20	4	25	3	30	2	60	1	1150P	1145P
6A	5:20AM	30	2	20	3	30	2	40	2	60	1	1210A	1205A
6B	5:50AM	25/50	2	20	3	25/50	2	40	1	30	1	1150P	1145P
7	5:45AM	30	1	15	2	30	1	30	1	30	1	1210A	1205A
8	5:50AM	25	2	20	3	25	2	50	1	60	1	1220A	1205A
10	5:30AM	30	2	15	4	20	3	30	2	60	1	1205A	1205A
11	5:10AM	15/30	4	12/24	5	13/26	5	20/40	3	20	3	1130P	1130P
12	5:15AM	25	3	15	4	20	3	35	2	40	2	1215A	1205A
13	5:30AM	40	2	30	3	40	2	60	1	60	1	1035P	1045P
14	6:30AM	30	1	30	1	30	1	-	-	-	-	630P	-
16	6:30AM	-	-	4RT-AM 5RT-PM	2 2	4RT-AM 5RT-PM	2 2	-	-	-	-	600P	

Notes: Route 2 has irregular service to Biggs Field and International Airport.
* - 30 minute headway in AM # - 15 minute headway on Sat., 4 buses;
20 minute headway on Sunday, 3 buses

With reference to Line 1--INTERNATIONAL CARLINE, "First Bus From Town" and "Last Bus From Town" signifies "First Car" and "Last Car."

EQUIPMENT REPORT

Below is a list of passenger equipment that has come to our attention as having been acquired or disposed of by Western operations since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Pan-handle Lines	42302	Bus & Car	05GE/7764	LA-NY Five-Star Pool
	42501	Bus & Car	05SE/7714	LA-OKC-NY Pool
Cont'l Bus System	11301-11304	Bus & Car	05GE/7776-7779	Dallas-Hstn 5-Star Pool
	11451	GM Coach	T6H5305/396	Dallas-Irving Pool
Continental Dixie Lines	12452	GM Coach	T6H5305/397	Dallas-Garland Pool
	12453	GM Coach	T6H5305/398	San Antonio-Randolph AFB
	12507	Bus & Car	05SE/	
Continental Western Lines	14312-14314	Bus & Car	05GE/7773-7775	LA-NY Five-Star Pool
	14315-14321	Bus & Car	05GE/7760,61,66, 71,81, 88, -	LA-SF-Seattle Five Star Pool
Cont'l Rky Mtn Lns	21503-21504	Bus & Car	05SE/7603-7604	SLC-Albuq Pool
Calif Sightseeing	1505-1506	GM Coach	PD4903/321-322	3-axle, sealed windows
Community Chtr Bus	5301-5302	GM Coach	PD4903/207,309	
Peerless Stages	278	GM Coach	PD4903/295	
Airport Coach Svc	212	GM Coach	PD4107/1202	
Airport Svc, Inc.	5010-5011	GM Coach	PD4107/1233,1257	
Airportransit	216-219	GM Coach	PD4107/1258,60,-	45 seats, sealed windows
	417-419	Minibus	MBF/	27 transit type seats
Hawaii Transp Co	unnum	GM Coach	S8M5303A/194-197	Champagne Gold
Stockton Metro TD	1722-1724	GM Coach	T6H4521A/333-335	
Univ. of Calif.	102	GM Coach	TDH3502/057	1 door, school yellow
AC Transit	666-679	GM Coach	T6H5305/231-244	
Redwood City Municipal Transit	402-403	Minibus	MBF-20/402-403	Imitation redwood interior paneling
	405-407	Minibus	MBF-20/405-407	
USED BUSES				
Melni Bus Service	330	Flxible	VL100/10256	Ex-CWL 4417
Douglas Bus Lines	54	GM Coach	PD4104/305	Ex-WGL 7244
Community Charter Bus Service	4502	GM Coach	PD4104/3238	Ex-WGL 8666
	4503	GM Coach	PD4106/2778	Ex-Roesch 420
	2104-2105	GM Coach	TDH5103/575,541	Ex-SCRTD 2873, 6410
Community (Pomona)	4501	GM Coach	PD4104/304	Ex-WGL 7243
South Coast Transit Corp.	unnum	GM Coach	PD4104/2705,2830	Ex-WGL 8519,8562
San Clemente Stage	B45,B47	Plx-Twin	FL2P40/50332, ?	Ex-PBL 50, PBL ?
Bay Rapid Transit (Monterrey)	112	GM Coach	PD4104/1106	Ex-WGL 7130
	113	GM Coach	TDH4509/1334	Ex-SDTC 996
GLOLA	5111-5114	GM Coach	TDH5103/	Ex-SCRTD 6401-class
San Diego Economy Line	71	GM Coach	TDH4509/2285	Ex-SDTC 851
	2nd 74	GM Coach	TG3607/018	Ex SDEL 73
LBPTCo.	4802-4803	Mack	C49DT/2237,2339	Ex-TITCo. 710, 720
El Camino Charter Lines	401	GM Coach	PD4104/828	Ex-WGL 7122
Franciscan Lines	425	Yellow	TD4505/574	Ex ?
Adams Charter Coach	24	GM Coach	PD4103/1190	Ex-OCBS 104

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
USED BUSES				
Bay View Transit Co. (San Jose)	110	GM Coach	TD4506/	Ex-Napa 110
	268	GM Coach	PDG4101/111	Ex-PSS 268
	Unnum	GM Coach	PD4103/102	Ex-WGL 7352
Anchor Bus Lines	77	GM Coach	PD4103/1057	Ex-Transp Svc 5243
Smiths Charter Service	508	GM Coach	TDM4507/3012	Ex-AEC
Bakersfield Municipal Transit	5108	GM Coach	TDH5105/3275	Ex-SMMBL 5108
Guiton Charter Coaches	200	Mack	C45GT/2737	Ex-LAMTA 5027
	203	GM Coach	TDH4507/1411	Ex-SCRTD (2nd) 6967
	340	GM Coach	PD3751/686	Ex-?
	4209	GM Coach	PD4104/	Ex-CBS or CDL
	4222	GM Coach	PD4501/833	Ex-WGL 8035
	Unnum	GM Coach	PD4103/470	Ex-WGL 9369
County Transit Lines	16	GM Coach	PD4104/738	Ex-WGL 7139
	17	GM Coach	PD4104/3258	Ex-WGL 8686
	26	GM Coach	SDH4502/014	Ex-Rossmoor Leisure Wld
Ventura County Transp Co.	2	GM Coach	PD4103/1453	Ex-WGL 9396
Borderland Transp	401	GM Coach	PD4106/	Lic. W68441
M&M Charter Lines	4567	Yellow	TD4505/078	Ex-El Camino
E.Los Angeles Community Improvement Assn.	38	GM Coach	TD3609/077	Ex-Douglas 38
	703	GM Coach	TD3609/163	Ex-STA 5642
Continental Bus System	11124	GM Coach	PD4104/2026	Ex-ABL-Mid A. 27104
Napa Transit Co.	--	GM Coach	PD4104/1085,936	Ex-VVBL 237-238
DISPOSITIONS				
Executive Charter Lines	106	GM Coach	PD3751/1236	Ex-WGL 8435; to storage in Franciscan Yard
Denver-Colo Sprs-Pueblo Motorway	8204	GM Coach	PD4103/399	To Orchard Hills Bap Church, Garland, Texas

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LATE-BREAKING TRANSIT NEWS

▲ SAN FRANCISCO--Rohr Corp. of Chula Vista, Calif., won the contract to build the 250 rapid transit cars for BAY AREA RAPID TRANSIT DISTRICT, Contract, which soared to better than $70 million because of sales tax and adjustments for weight, was awarded at a special BARTD board meeting on July 2.

▲ SAN FRANCISCO--A $9 million transit plan, subsidized by Golden Gate Bridge tolls and using 186 new buses, was proposed to the MARIN COUNTY TRANSIT DISTRICT. Operation would eventually replace WESTERN GREYHOUND commute service in the area.

▲ LONGVIEW, WASHINGTON--The LONGVIEW-KELSO BUS COMPANY ceased operating July 12 due to dwindling revenues.

▲ SAN ANGELO, TEXAS--The City of San Angelo will get a $113,942 DOT grant to purchase nine 35-passenger, air-conditioned buses and buy 10 fare boxes.