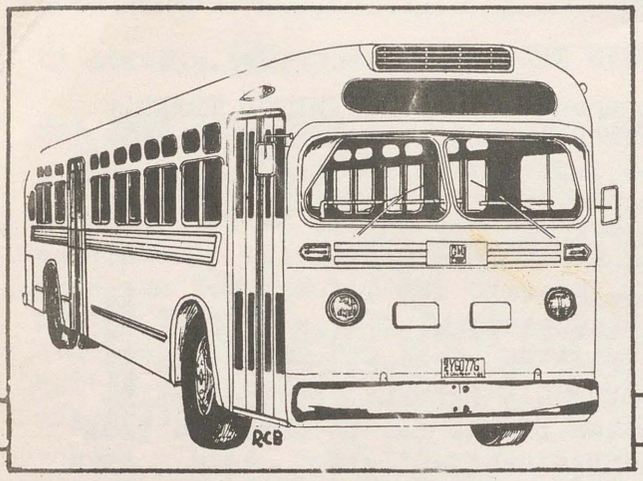


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 8 August, 1969 Twelve Pages

C A L I F O R N I A

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy.)



THE MUNI IN TRANSITION--5305s and 784s Walker

One of the old Whites is also painted in the new SFMRy. livery.

Club News

MEETING NOTICE

September Regular Meeting:

Date: September 18, 1969
Time: 7:30PM Thursday
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

Note change in date of meeting From Sunday, Sept. 14, to Thursday, Sept. 18 this month only. Effective with the September meeting, all meetings will start at 7:30PM.

October Regular Meeting:

Date: October 12, 1969 (time and place as above).

⊕ ⊕ ⊕ ⊕

New U. T. B. Members

#80 Joseph W. Scully Jr., Everett, Mass.
#81 Michael Sheridan, San Francisco.

(Welcome aboard, gentlemen!)

* * * * * *

WESTERN TRANSIT Vol. 7, No. 8

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C A L I F O R N I A

THE TOWN TOUR (TTT)

ANAHEIM: TTT has instituted a second route, DISNEYLAND-CONVENTION CENTER-HOTEL/MOTEL SHUTTLE, traveling over a one-way loop south on West St., east on Convention Drive, north on Harbor Blvd. and west on Disneyland roadways. For this route TTT uses both a General Motors TDH-5103 and a GMC TD-3609 (see Equipment Report.) The coaches carry a "DISNEYLAND PARK" headsign.

CALIFORNIA (CONTINUED)

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy) (See Cover)

SAN FRANCISCO: The past couple of months have been very active for Muni. In June, pending arrival of the 200 new buses, Muni began disposing of surplus and stored equipment. All 24 of the 526-549 series Marmon-Herrington TC-40 trolley coaches were put for for bid for disposal as were some 38 model 798 White gas buses. Three of the TC8s were sold to preservationists (WT 6/69). The remainder of the trolley coaches, wanting for bids, were cut up for scrap at Potrero Division. The following Whites were sold in June and were brought to Potrero pending removal by the purchasers:

0240	0286	0301	0310	0317	0324	0335	0357	0367	0394
0258	0289	0304	0311	0318	0329	0338	0359	0369	0396
0267	0290	0306	0315	0319	0331	0350	0360	0389	
0268	0292	0309	0316	0320	0334	0353	0366	0390	

By the end of July, all of the above buses had been removed from Muni property, and all of the trolley coaches had been scrapped. Also, early in June, Mack bus 2469 was cut up for scrap as the result of an accident.

In June work also began on converting the upper level repair shop at Potrero Division into a paint shop for buses and trolley coaches.

On June 23, the first of the new GMC T8H-5305 buses arrived in the Bay area. Rather than coming directly to San Francisco, the first 10 buses were delivered to AC TRANSIT at AC's Emeryville Division, where they were checked and made ready for a parade. The parade followed on Tuesday, June 24, when Mayor Joseph Alioto, city and Muni officials went over to Oakland to bring the first 10 buses in a grand procession across the Bay Bridge (it was during this parade that the first GM received its first dent). All subsequent coaches have been delivered to Ocean Division -- although one was seen coming off the road and going into Geneva Division, which caters exclusively to streetcars! Pending placement into service, the new buses were deployed to Kirkland and Potrero Divisions, and Utah Shops.

The new buses are painted in Muni's new official Dark Red, Cream Yellow and White livery. The roof is white and the front below the windshield and the sides above and including the belt rail are red, while the front including the windshield cowling and destination sign area are yellow, as is the area below the rub rail on both sides. The numbers could be described as "Fifth Ave. Gothic" except smaller in size than those used by Fifth Ave. Coach Lines (N.Y.) The fleet numbers are placed on the front GMC plate (the raised "GMC" is thus displaced); on the cowling above the rear window, above the door on the right side and above the driver's window on the left side. The new "MUNI S-F" emblem appears at four locations on the exterior: below the number plate on the front, on the lower portion of the engine panel on the rear, and below the first side windows on the belt rail on both sides.

Interiors feature a gold flecked melamine ceiling and side window posts (on a white background) with all painted surfaces done in a velvet-finish white. There are 48 seats and they are upholstered in red and yellow material to match the exterior colors. The seating plan is like the standard 53-seat configuration, except that the five forward facing seats located between the two doors are single instead of double. All buses have black instead of grey rubbor window moulding.

The new buses were first placed in service on Tuesday, July 8 after a public display and noon christening in Civic Center Park. After the display, 16 coaches went

CALIFORNIA--SFMRy (CONTINUED)

into regular service as follows:

3001--Line 38	3016--Line 31	3057--Line 30X	3018--Shuttle service to Nob Hill hotels then Line 36
3007--Line 51	3019--Line 15	3065--Line 71	
3011--Line 14X	3022--Line 30X	3070--Line 10	
3013--Line 19	3025--Line 42	3074--Line 72	
3015--Line 2	3052--Line 53	3083--Line 28	

After the initial day, the new "Jimmies" were spread over a great number of lines, rather than concentrated on just a few trunks. They are presently assigned to divisions on a bus-by-bus basis, rather than by blocks of coaches. As soon as all coaches are in service, it is expected that they will be shifted around with the low numbers assigned to Kirkland Division.

Beginning in June, it was noted that some change had been made in the traditional coach/division assignments. Traditional assignments had been:

Kirkland: 060-062 (White 784s); 2107-2172; 2200-2254; 2300-2334; 2500-2529; 2600-2629 (Mack C-49DTs)
Oceam: 2100-2106; 2173-2199; 2255-2269; 2335-2369; 2400-2469; 2530-2569; 2630-2669 (Mach C-49DTs)

In early July additional Whites were moved to Potrero Division pending disposition: 0245, 0273, 0279, 0281, 0314, 0321, 0323, 0342, 0387 and 0439. At the same time, it was noted that the following Macks were in damaged condition, or were being scrapped for parts at Potrero: 2162, 2187, 2198, 2258, 2341, 2349, 2359, 2362, 2415 and 2534. It also was noted in July that the following 48-seat St. Louis Car trolley coaches were being stripped for parts: 854, 867, 882 and 886.

The last day or regular operation of Muni's Model 798 Whites was on Friday, July 11. The last White operated in revenue service was the 0274, which did the honors on the July 19 UTB excursion. Only the three small White 784s remain for 39--COIT service, a route with streets and curves too tight for operation by larger coaches.

An important and interesting Muni route, but which for some reason is not listed on the system map, is Line 84--SHOPPERS SHUTTLE. This route runs from Mason and Eddy via Mason, Market, First, Folsom, Third, Market, Ellis and Mason to Eddy.

SAN MATEO-BURLINGAME TRANSIT (SM-BT)

BURLINGAME: Under contract with the City and County of San Francisco, SM-BT is now operating a free shuttle service on the grounds of the San Francisco International Airport. Ostensive reason for the new shuttle is construction of an elevated roadway from the Bayshore Freeway into the airport. Reportedly, the contract calls for two buses (to be painted in the new colors of Muni--red and yellow) and a dispatcher. Equipment observed thus far on the shuttle is two ex-SAN JOSE CITY LINES GMC TD-3609s, of which 362 was seen in the new paint scheme.

WESTERN GREYHOUND LINES (WGL)

LOS ANGELES: WGL officials have been approached by officials of Laguna Hills Leisure World with the idea of having Greyhound buses on the LOS ANGELES-SAN DIEGO EXPRESS route stop at either Leisure World or Mission Viejo. However, WGL officials are not believed to be favorably considering the suggestion.

SAN FRANCISCO: Former GREYHOUND LINES/EAST 4400-series GMC PD-4501s have been

CALIFORNIA--WGL (CONTINUED)

transferred to the San Francisco Bay Area Commute Region (SFBACR), reseated for 47 passenger, and renumbered in the 9660 series. They have been used principally on the Contra Costa Division.

Greyhound's San Francisco Bay area commute service was expected to be back to normal by August 1 following settlement of a 43-day strike by garage employes. On June 10, International Assn. of Machinists Lodge 305, Teamsters Union locals 241 and 665 and Auto Painter local 1073 struck WGL over wages and fringe benefits. Some maintenance work on the coaches (which drivers continued to operate) was performed at San Jose, Sacramento, Reno, Los Angeles and other points.

On July 12 WGL eliminated several SFBACR schedules, including nine Contra Costa-San Francisco peak hour round trips. Company officials stated that the reductions were due to an expected slackening of summer traffic, while the unions charged that runs were reduced because the buses were breaking down due to lack of proper maintenance. The State PUC began checking into the commute schedule situation but emphasized that the survey was only "informational" as the PUC cannot do anything to restore service cut due to a labor dispute. Agreement was finally reached on July 18, granting pay hikes of 32 cents an hour this year, another 30 cents next year, and 20 cents the first half and 10 cents the second half of the third year. Fringe improvements estimated at more than 25½ cents an hour also were agreed upon. The union dropped its demand for overtime pay for weekend work. About 525 union members were idled during the dispute. GRAY LINE OF SAN FRANCISCO, a Greyhound subsidiary, was also struck for 10 days but is now back in operation.

Beginning August 1, WGL was authorized by the PUC to increase intrastate fares (excepting commute fares) by an average of 8.82 per cent and package express rates by about 16 per cent. As an example of the fare increase, the old WGL fare San Francisco-Santa Barbara was $9.19; new fare is $10.09.

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: Southern Pacific also won approval from the PUC for an intrastate (non-commute) fare increase of 10 per cent and of round trip parlor car fares to 180 per cent of one-way fares. Since plane fare increases of 14.3 per cent were authorized earlier in July, a three-way comparison of a one-way ticket from San Francisco to Los Angeles shows: Greyhound--old fare $10.73, new fare $11.87; SP train--old fare $13.15, new fare $14.47; Plane--old fare $14.28, new fare $15.25.

ANAHEIM JITNEY SERVICE (AJS)

ANAHEIM: AJS has revised its Route 2--WEST ANAHEIM to include certain portions of the former Route 2B--EAST ANAHEIM. The present route starts at the Disneyland Hotel and travels via Cerritos Ave., Walnut, Ball Rd., Brookhurst, Lincoln, Euclid, thru the Broadway Shopping Center, Euclid, LaPalma, Dresden, Catalpa, Loara, North, West, Lincoln, Atchison, Broadway, Anaheim Blvd., Santa Ana Freeway stopping at the Greyhound Depot, Haster, Wilkea Way, Harbor, Katella and the Disneyland Hotel.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The District's application for a federal grant in connection with the Exact Fare program was approved, and the Department of Transportation will pay $448-375, half of the estimated cost of the locked fare boxes, new counting room, and other facilities.

CALIFORNIA--SCRTD (CONTINUED)

Three more RTD buses have been sold. Two GMC TDH-5103s (2826 and 2843) went to COMMUNITY ENTERPRISES, Stanton, for $2,000 each and one TDH-3612 (6684) to AEROSPACE COACH LINES, Lynwood, for $1,200. The American International Bus Exchange received a 10 per cent "finder's fee" in each case.

SCRTD General Manager Samuel Nelson has completed a survey of the bus depreciation policies and disposal methods of various major transit systems. Of the 12 systems studied, only Cleveland reported bus sale prices comparable to or higher than those realized by SCRTD. CTS sold 30 13-year-old GMC TDH-3714s for an average of $2,372 each and 49 12-year-old TDH-4512s for an average of $3,082 each. All of the buses sold by CTS were air-suspension models, which may account for the higher prices. Here are the other properties and their sales experiences:

Baltimore--No recent sales. Since 1961 only coaches disposed of were 165 ACF sold for scrap with highest sale $250.

Boston--187 buses averaging 16 years old sold for $100 per bus. Most buses had been cannibalized, were inoperable and predominantly gasoline.

Chicago--No recent sales. A few years ago some operable buses were sold for $500 to $1,100, depending on condition.

Detroit--61 buses between 12 and 15 years old sold for an average of $634 each and 69 buses between 21 and 23 years old sold for $108 for scrap.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of August, 1964)

+AIRPORT SERVICE INC. buys a new Flxible 45-seat white and light blue Flxliner, the second one off the production line.

+SAN FRANCISCO MUNICIPAL RAILWAY ready to talk with Mack concerning possibility of Mack leasing more new buses to SFMRy. (It didn't happen.)

+ALAMEDA-CONTRA COSTA TRANSIT DISTRICT in first major wave of service reductions.

+L. A. METROPOLITAN TRANSIT AUTHORITY sells ACF-Brill TC-44 trolley coach 8002 to AiResearch for use as a mobile laboratory for radar and sonar equipment.

New York--Average age of buses disposed of is 13 years. Motors and torque converters are removed and bus shells are sold for scrap on sealed bids.

Oakland--31 21-year-old GMC TDH-4507s presently for sale.

Philadelphia--Last sales were for 22-year-old buses and averaged $50 each. Many had been cannibalized for parts. In 1965 a few 18-year-old buses were sold for reuse at prices from $150 to $250.

Pittsburgh--No recent sales.

St. Louis--48 19- to 22-year-old buses sold in 1967 for an average of $283 each and 27 15- to 21-year-old buses sold in 1966 for an average of $310 each.

Seattle--No sales since 1958. Estimated that older coaches would produce only scrap value.

One of the basic facts of present day transit life is that service reductions are commonplace but service increases are exceptional. Just such an increase was made on Line 3--WEST SIXTH ST.-SOUTH CENTRAL as part of the June 22 schedule change. Central Ave. was once one of the major transit arteries of Los Angeles. Since trolley coach days, however, half of line 3's weekday base service had turned back at 6th and Central, the headways being 15 minutes on Central Ave. and an average of 7½ minutes on the Sixth St. portion of the line. (Briefly, during the winter of

CALIFORNIA--SCRTD (CONTINUED)

1965-66, these headways were stretched to 20 and 10 minutes, respectively). The turnback point has now been moved south to Vernon & Central, doubling the weekday base service along the inner portion of Central Ave.

Line 127--LONG BEACH-MARINELAND has been re-activated for the summer, one round trip operating daily between Long Beach and Marineland. Four weekday round trips now operate on Line 125--LOS ANGELES-SOUTH BAY-ROLLING HILLS-MARINELAND FREEWAY FLYER, between Los Angeles and Marineland. Saturdays and Sundays, line 125 has six outbound and seven inbound trips scheduled.

The Los Angeles-Santa Ana Flyer service stablished on Line 58--LOS ANGELES-SANTA ANA in 1968 is missing from this summer's timetable. Frequent Los Angeles-Disneyland Flyers are operating, however, in addition to the regular Santa Ana service.

The Lanternman bill, which would impose an extra ½-cent sales tax in Los Angeles County for six months to aid SCRTD and the various municipal bus systems has been passed by the state Assembly and, as of the end of July, awaited Senate action. Meanwhile, the bill intended to put SCRTD back in the charter business was passed by both houses of the legislature, but a funny thing happened to it on its trip through the legislative process. It was anticipated that Santa Clara County would be amended into the bill in the Senate, but, at the same time, SCRTD was amended out of it! The ultimate fate of the measure, and last-minute attempts to put RTD back into the bill, hung in the balance as the legislature rolled toward a mid-August adjournment.

The following coaches have been repainted in the District's Chrome Yellow, Champagne Gold and White paint scheme since our last report: 5104, 5105, 5829, 5848, 5849, 5863, 5878, 5879, 5906, 5909, 5912, 5915, 5943, 5961.

SANTA CLARA COUNTY

SAN JOSE: Santa Clara County and its major metropolitan center, San Jose, would enjoy vastly expanded public transit service under a plan recommended by the consulting firm of Wilbur Smith and Associates. The Santa Clara County Transportation Policy Committee accepted the report, which recommended a $14.9 million, 360-bus, 1,052-route mile system. Voters will decide on September 26 whether to adopt the system and a one-half cent sales tax to finance it.

Under the proposal, a new countywide transit district would be set up to provide the service. At present, SAN JOSE CITY LINES, INC. operates city service over seven routes and PEERLESS STAGES SYSTEM has suburban routes to East Foothills, Agnew, Los Gatos, and PENINSULA TRANSIT LINES operates five routes in Palo Alto and East Palo Alto. WESTERN GREYHOUND LINES operates two commute routes (C and F) from San Jose north through Santa Clara, Sunnyvale, Mountain View and Palo Alto northward to San Francisco. Cost of the system includes purchase of the existing properties. SAN JOSE CITY LINES is the largest California city transit system still in private hands.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: A plan is shaping up which would extend BARTD's SAN FRANCISCO-DALY CITY line, now under construction, south from the Daly City terminal direct to the San Francisco International Airport in San Mateo County. San Francisco Mayor Joseph Alioto said he believes such an extension is the best way to solve the problem of surface transportation from the airport to the city, now greatly hampered by heavy freeway traffic. The city's Board of Supervisors will be asked to invite BARTD to join in a joint powers agreement to study the link. Financing would have to be pri-

CALIFORNIA--BARTD (CONTINUED)

marily from federal sources, since it is felt that San Mateo County would be unwilling to make any financial contribution. San Mateo County residents are said to feel that the airport's transit problems belong to San Francisco. BARTD has expressed itself willing to build the rail line if the money can be found. Three companies promoting monorail lines from the airport to downtown San Francisco also will be invited to submit proposals.

SANTA ROSA MUNICIPAL BUS SERVICE (SRMBS)

SANTA ROSA: Effective June 16, SRMBS reduced service, Monday through Friday, from half hourly to 40-minutely on all three routes: 1--COUNTY, 2--VILLAGE and 3--CODDINGTOWN. Saturday service on routes 1 and 2 (line 3 operates five days a week) was changed from every 70 minutes to every 80 minutes. Minor route changes also were made.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: ACCTD has now officially retired a total of 30 GMC TDH-4507 coaches from service and placed them in storage at Richmond Division, awaiting scrapping or possible sale. This list includes partial listings of 4507 retirements (WT 5/69, 6/69):

1713	1731	1740	1775	1798	1807	1821	1844	1850	1869
1716	1736	1749	1784	1801	1810	1822	1845	1862	1872
1719	1737	1770	1787	1806	1816	1832	1849	1864	1873

CITY OF COMMERCE MUNICIPAL BUS LINE (CCMBL)

CITY OF COMMERCE: In this day of 30, 35 and even 40-cent transit fares, they talk of the low 10¢ fares in El Paso and New Orleans, and even the 20-cent fare in San Francisco. But in Southern California, home of the many municipal transit operations, there's a system that has 'em all beat--City of Commerce. Fare: 0¢.

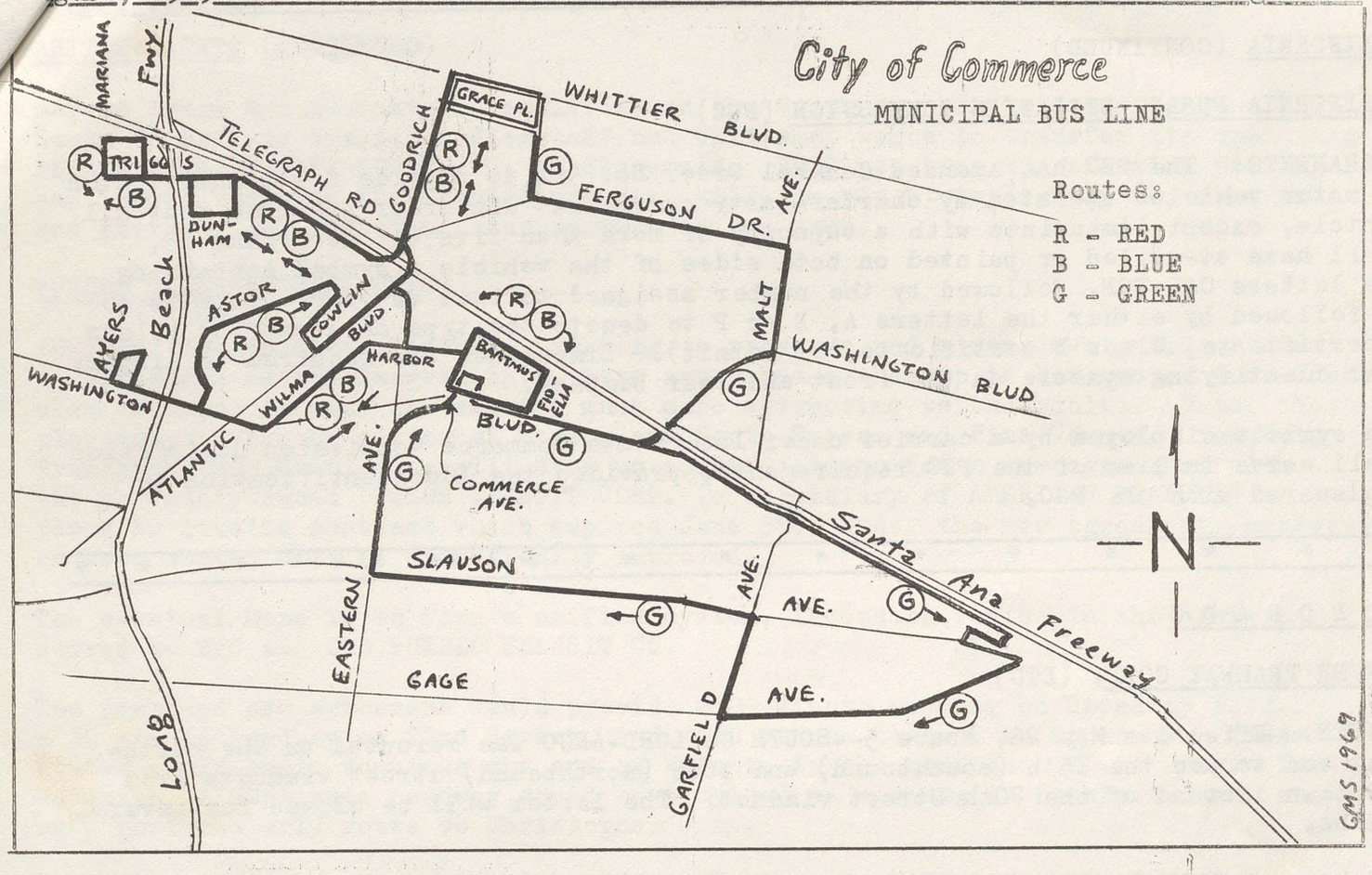
Yes, since the City of Commerce inaugurated its bus service in 1961, no fares at all have been charged. The service (which is quite up-to-date and features two new General Motors dreamliners) is subsidized entirely from the city's treasury, which is considerably enriched by the many light and medium-sized industries located within the city's limits. Interestingly, city planners have begun to advocate free transit generally as a service just as vital as police and fire protection. Free transit is a reality in the City of Commerce.

CCMBL's three routes are color-coded; red, green and blue. The colors are displayed on the front driver ventilation compartments on CCMBL's GMC TDH-4509s, and on the headsigns of the T6H-4521s. Here is a service table:

Line	First Bus	Headway	Last Bus	Equp't Required
RED	7:20AM	60 min	9:50PM	1
BLUE	10:20AM	60 min *	5:20PM	1
GREEN	9:30AM **	60 min	8:30PM	1

* - No trip at 1:20PM. ** - Also early morning trip at 7:20AM to serve Bell Gardens High School.

The RED and BLUE Routes travel an identical loop, but BLUE travels clockwise and RED counter-clockwise.



CALIFORNIA--CCMBL (CONTINUED)

Here, as our Roster of the Month, is an all-time listing of CCMBL equipment:

Coach Numbers	Builder	Model/Serial Numbers	Year	Notes
I 300	GM Coach	PD4107/500	1966	Leased from Lease-A-Coach; to SLATCo 214 in 1968
II 300*	Flxible	Flxliner/		
I 301	ACF Brill	IC41/	1947	Disposition unknown
II 301*	Flxible	Flxliner/		
302	ACF Brill	IC41/	1947	To Douglas Bus Lines 302
303	GM Coach	TGH3101/267	1950	Ex-303; to GLST of Reno Y55
304	Mack	C45GT/2743	1947	Ex-LAMTA 5033, Disp. unknown
305	Mack	C45GT/2745	1947	Ex-LAMTA 5035, Disp. unknown
306	Mack	C45GT/2736	1947	Ex-LAMTA 5026; Disp. unknown
307	Mack	C45GT/2734	1947	Ex-LAMTA 5024, Disp. unknown
308*	GM Coach	TDH4509/1318	1951	Ex-SDTS 980
309*	GM Coach	TDH4509/099	1949	Ex-SDTS 945
310*	GM Coach	TDH4509/732	1950	Ex-SDTS 959
311*	GM Coach	TDH4509/1319	1951	Ex-SDTS 981
312*	GM Coach	TDH4509/744	1950	Ex-SDTS 971
314*	GM Coach	T6H4521/146	1968	New, plastic seats
315*	GM Coach	T6H4521/240	1969	New, plastic seats

* - On roster July 1969

CALIFORNIA (CONTINUED)

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SACRAMENTO: The PUC has amended General Order No. 98A to provide for identification of motor vehicles operated by charter-party carriers. The order provides that all vehicle, except limousines with a capacity of more than five but less than 15, shall have stenciled or painted on both sides of the vehicle a symbol containing the letters CAL-TCP, followed by the number assigned to that carrier. This is to be followed by either the letters A, B or P to denote the type of authority (Class A certificate, Class B certificate, or Permit). Limousines are required to display thär identifying symbols on the front and rear bumpers.

The symbols displayed by a carrier under Interstate Commerce Commission jurisdiction shall serve in lieu of the PUC requirements, provided the ICC identification is registered with the PUC.

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C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: Effective May 28, Route 5--SOUTH GAYLORD-ARGO was rerouted on the northwest end to use the 15th (southbound) and 16th (northbound) street viaducts from downtown instead of the 20th Street viaduct. The latter will be closed for several months.

DTC has received permission to abandon entirely the rush-hour only Route 31--WESTMINISTER shuttle service. July 25 was to be its last day. On July 27, new and higher system-wide fares were to go into effect, as follows:

Class	From	To
Adult--inner zone	30¢	35¢
Children--inner zone	20	25
University Hills Express (Rt. 8)	40	45
Colfax-Aurora Express (Rt. 14)	50	60
Interurban zone fare	10	15

N E V A D A

TRANSPORTATION UNLIMITED (TU)

LAS VEGAS: This firm, primarily a charter operator, has requested Nevada Public Service Commission authority to set up a jitney-type operation at a 25-cent fare among the hotels, motels and casinos along The Strip connecting with the Las Vegas Convention Center.

NORTH LAS VEGAS BUS LINE (NLVBL)

LAS VEGAS: NLVBL, which operated one route, has discontinued operations. The line formerly used one ex-VEGAS TRANSIT LINES GMC TGH-3102 bus.

A R I Z O N A

FRED HARVEY TRANSPORTATION CO. (FHTC)

GRAND CANYON: FHTC, which once primarily served as a connecting link between Fred

ARIZONA--FHTC (CONTINUED)

Harvey lodge and restaurant facilities on the South Rim of the Grand Canyon, and Santa Fe Railway trains at Flagstaff and Williams, wants to transfer its operating rights to NAVA-HOPI TOURS INC. of Flagstaff. FHTC has been transferring passengers and baggage between the Grand Canyon and Williams via State Highway 64, plus mail and express, and operating tour service in the area.

TUCSON TRANSIT CORP. (TTC)

TUCSON: Tucson civic leaders, fighting to preserve and strengthen public transit in Arizona's second largest city, have announced a shakeup in bus routes and schedules designed to make the service much more attractive to the public. Under the plan adopted by the cities of Tucson and South Tucson and Pima County, the City Transportation Commission will draw up specifications for a new agreement with the privately-owned TUCSON TRANSIT CORP. (a subsidiary of AMERICAN TRANSIT) to replace an interim contract which expired June 30. Under the new agreement, headways on some routes will be dramatically improved.

The eventual hope is to form a unified system, including routes in the areas now served by TTC and OLD PUEBLO TRANSIT CO.

The proposed new agreement would provide a 20 minute headway on Speedway Blvd., a 30 minute headway on 22nd Street, and a 20 minute headway on Broadway. These routes would begin downtown and end at Wilmot, in the east end of the city. In addition, a 20 minute headway would be provided on a route to Pueblo Gardens and on a northeasterly route to Christopher City.

Under TTC operation today, line 4--SPEEDWAY, line 7--EAST 22ND-WILMOT LOOP and line 8--EAST BROADWAY operate on hourly headways between downtown and Wilmot; line 2--PUEBLO GARDENS operates on an hourly headway and line 1--UNIVERSITY operates hourly to the Christopher City area. No mention was made in the proposal as to the fate of the remaining five TTC routes.

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: El Paso's low 10-cent fare may soon be a thing of the past. EPCL has applied for a five-cent increase and has proposed extensions to four existing routes and wants to add one new route on a trial basis. Route 3--SUN VALLEY would be extended west of Rushing Drive between Fairbanks and Sun Valley Drive and to the Tobin Park area. Route 12--GRANDVIEW would be extended north to Tetons and Dyer to connect with route 3. Route 13--CIELO VISTA would be extended south to provide better coverage in the South Cielo Vista area. Route 16--EASTWOOD EXPRESS would be expanded to include two legs in the Eastwood/Scotsdale area. The new branch would operate along Gateway West, Montana, Wedgewood and Zanzabar and Saigon. A new route would be established seven days a week from 7:00AM to 7:00PM for a trial period of 180 days between San Jacinto Plaza downtown and El Paso International Airport via Montana Ave. and Airway Blvd.

On July 6 EPCL made a temporary substitution of buses for streetcars on Route 1--INTERNATIONAL CARLINE at the request of the Mexican Federal Transit Department to permit the installation of new underground cables along the car line in Juarez. The work may take up to a year. In 1966 and 1967 buses replaced the cars during re-channelization of the Rio Grande. This time, the replacement coaches are ex-SCRTD GMC TDH-5103s numbered in the 4164 series and selected on the basis of

TEXAS--EPCL (CONTINUED)

which were then available: 4164-4169, 4173-4175, 4177-4178 and 4186; a total of 12 buses for a line using 10 buses during peak hours. A detailed listing of the 25 SCRTD coaches which EPCL purchased appears in the Equipment Report. Those coaches which arrived with fluted aluminum side strips will keep them, but eventually all buses will be changed from automatic treadle operation to manual treadles.

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				
Aztec Bus Lines	745-746	GM Coach	PD4107/1262-1263	41 seat, restroom
	747-748	GM Coach	PD4903/355-356	47 seat, restroom
Airport Coach Svc	213-214	GM Coach	PD4107/ ?	
S. F. Mun. Ry.	3000-3179	GM Coach	T8H5305/071-250	3-speed transmission
City of Commerce	315	GM Coach	T6H4521/240	Plastic seats
County Transit Lns	104-105	GM Coach	TDH3501/1047-48	37 seats, 1 door
Tacoma Transit Sys	101-110	Flxible	111-DD-D5/54016-54025	
Community Chtr Bus	C901	Crown	2A-743-11/35626	3 axle, 91 seat
Amer Buslines-LA	25512-25514	Bus & Car	05SE/-,-,7733	LA-Norfolk pool
" " -SW Div	26508-26509	Bus & Car	05SE/ ?	LA-Norfolk pool
Continental Dixie	12508-12510	Bus & Car	05SE/7720,7725,7729	
Continental Western	14321	Bus & Car	05GE/7789	LA-SF-Seattle pool
Calif Sightseeing	1505-1506	GM Coach	PD4903/321-322	restroom, 3 axle
USED BUSES				
Aztec Bus Lines	701-710	GM Coach	TDH4509/1336,2142, 2130,2292,1707, 2294,2145,2146, 2275,2286	Ex-SDTC 998,835,823, 858,802,860,838, 839,841,852
Gray Line of LA	5110	GM Coach	TDH5103/	Ex-RTD 6401-class
Pacific Scenic Lns	108	GM Coach	PD4106/036	Ex-SGL 6235
El Paso City Lines	4164-4188	GM Coach	TDH5103/037,056, 073,075,076,081, 088,104,108,109, 124,125,327,557, 576,052,080,094, 309,310,312,319, 322,562,586	Ex-SCRTD 2736,2755, 2772,2774,2775,2780, 2787,2803,2807,2808, 2823,2824,2850,2855, 2874,2751,2779,2793, 2832,2833,2855,2842, 2845,2860,2884
Trezona Charter Svc	unnum.	GM Coach	PD4104/3220	Ex-WGL 8648
Calif Charter Bus	53	GM Coach	PD4104/ ?	Ex ? Lic. W81528
	unnum.	GM Coach	PD4104/3191	Ex-WGL 8619
Community Chtr	4504	GM Coach	PD4106/094	Ex-EGL 3368
Bus System	4701	GM Coach	PD4501/910	Ex-WGL 8038
Southshore Lines	2108	GM Coach	PD4104/3859	Ex-Eastshore 311
	2109	GM Coach	PD4104/865	Ex-WGL 7107
	2110	GM Coach	SDM5301/289	Ex-Philboro Coach 104
	2111	GM Coach	PD4106/509	Ex-ShortLine(R.I.)184
Northwest Lines	312	GM Coach	PD4104/865	Ex-SSL 2109