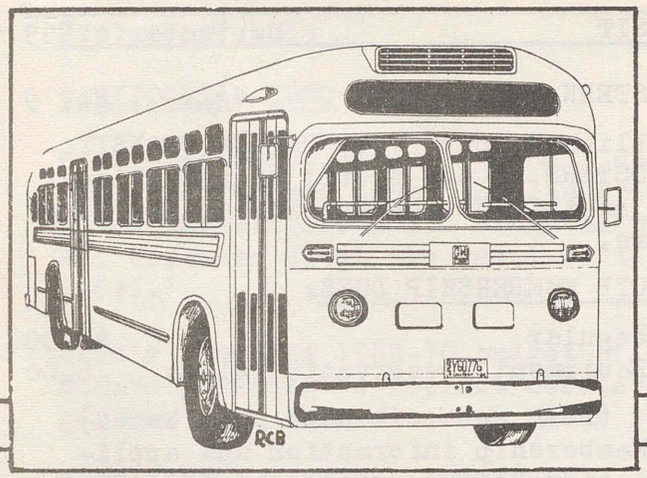


Western Transit

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'Dedicated to Better Transit'

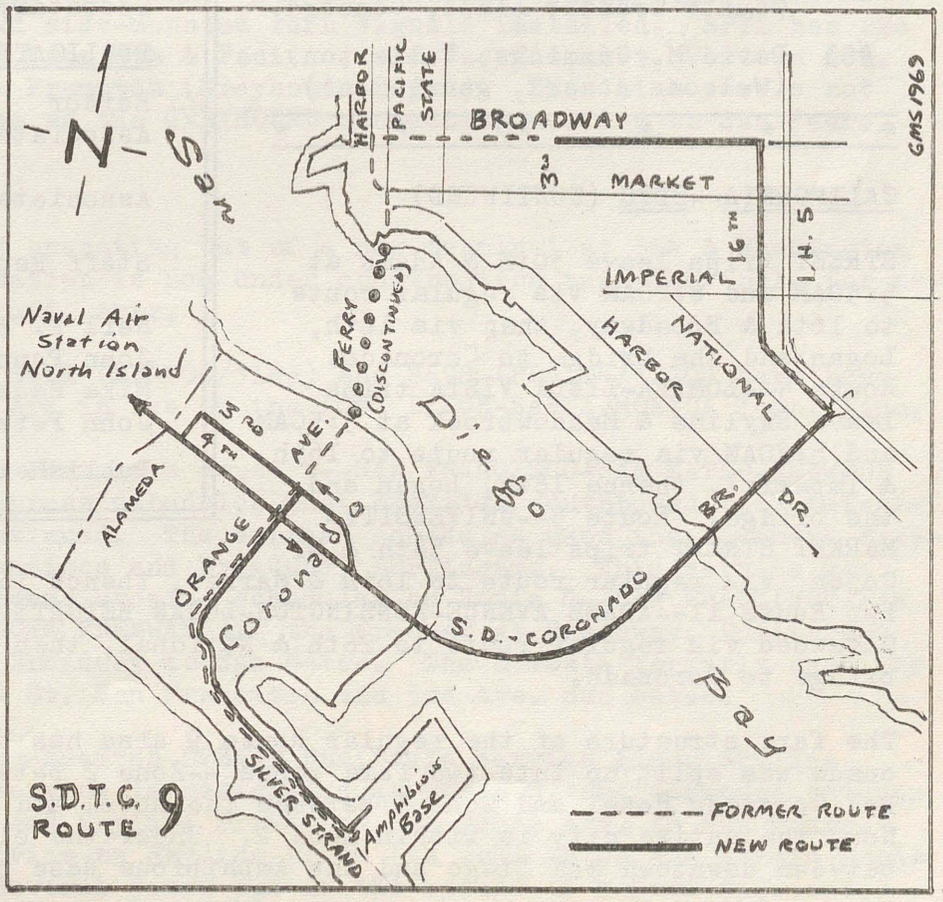
Vol. 7, No. 9 September, 1969 Fourteen Pages

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: The biggest change in San Diego transit patterns in years occurred on August 3 when the new San Diego-Coronado Bridge opened for service, two ferry boat lines closed down and the island city of Coronado received a major increase in transit bus service.

SDTC's Route 9--CORONADO was rerouted from the SAN DIEGO & CORONADO FERRY CO. ferry to the new bridge, and a new branch was established to North Island Naval Air Station marked 9--CORONADO (NORTH ISLAND). This was to accommodate workers at the installation who had used the North Island Ferry from Harbor and Market, which also was shut down. And for the first time, direct service to Coronado from various parts of San Diego was instituted by SDTC. The rerouting of route 9 is shown on the adjoining map.



Hourly base headways on the 9--CORONADO line were altered from 36-minutely to 40-minutely. Also, one round trip was eliminated Sunday through Friday and two on Saturday. However, the new North Island branch of route 9 has a 40-minute headway, giving 20-minute service as far as 3rd/4th and Orange in Coronado. Service on this branch operates to Building 378 on the Naval Air Station.

To provide even more service, two trips each from four other SDTC routes are also scheduled to and from North Island in the peak hours. Route 2--30TH

Club news

MEETING NOTICE

October Regular Meeting:

Date: October 12, 1969
Time: 7:30PM 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

November Regular Meeting:

Date: November 9, 1969
(Time and place as above).

New U. T. B. Members

#82 Eugene R. Boswell, President, County Transit Lines, Concord.

#83 David M. Cummings, Fullerton.
(Welcome aboard, gentlemen!)

* * * * * *

CALIFORNIA--SDTC (CONTINUED)

STREET trips leave 30th & Adams at 5:50AM and 6:20AM via regular route to 16th & Broadway, then via 16th, Logan and the bridge to Coronado. Route 4--LOMITA-LINDA VISTA trips leave Skyline & Meadowbrook at 5:50AM and 6:20AM via regular route to 16th & Imperial, thence 16th, Logan and the bridge. Route 5--UNIVERSITY-MARKET STREET trips leave 54th & El Cajon via regular route to 16th & Market, thence 16th, Logan and the bridge. Two Route 11--ADAMS AVENUE-KENSINGTON-LOGAN HEIGHTS trips leave Briarwood and Gatewood via regular route to 26th & National, then via National, Crosby and the bridge to Coronado.

The fare structure of the regular Route 9 also has been changed. Previously Coronado was split up into two fare zones --Zone 2 between the Ferry Landing and the Del Coronado Hotel and Zone 3 between the hotel and the Naval Amphibious Base. Now, the entire city is within Zone 2. Under the old plan, a passenger riding between downtown San Diego and the Amphibious Base paid a 50¢ fare (30¢ for the

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U. T. B. BUSINESS & EDITORIAL ADDRESS

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Telephone: (213) 465-0522

U. T. B. OFFICERS

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

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Editor --Mac Sebree
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CALIFORNIA--SDTC (CONTINUED)

first two zones, 10¢ for zone 3 and 10¢ ferry charge). Now, the same ride costs 45¢ (30¢ for two zones and 15¢ bridge toll), for a 5¢ reduction. However, passengers traveling from San Diego to points on Coronado between 3rd & Orange and the del Coronado Hotel are required to pay 5¢ more (45¢) than under the old structure (40¢).

SDTC's proposed 1969-70 budget of $6,577,622 includes funds for a new two-story, modern building to replace obsolete facilities at the present 16th & Imperial garage. The firm also has plans to install radios on all its buses.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Coach 14913 (B&C GE/6353) has been converted to a 46-seat Silver Eagle by removing the galley, refrigerator and lounge area and installing seven double seats. The gold colored anodized aluminum on the exterior of the coach has been replaced by silver colored aluminum. This is the first in a series of projected conversions of former GEs to SEs.

SAN PEDRO MOTOR BUS CO. (SPMB)

SAN PEDRO: SPMB's BARTON HILLS route was discontinued July 26. This route had recently been operated as a through route with SPMB's GAFFEY line (WT 4/69).

SAN PEDRO TRANSIT LINES (SPTL)

SAN PEDRO: This little company now has a big bus. SPTL took delivery last month of a former SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT TDH-5103 (See Equipment Report) which has been painted white and blue in a scheme similar to GREYHOUND commute equipment and has had side-mounted turn signals installed. SPTL has one route--SAN PEDRO-HARBOR CITY from 8th & Pacific, via Pacific, 1st, Western Ave. and Pacific Coast Highway to Frampton (Greyhound Depot). This line serves not only as a local line but also as the GREYHOUND connecting service to San Pedro.

GREYHOUND LINES--WEST (WGL)

SAN FRANCISCO: WGL has begun operating out of a new terminal at 5th & Washington in Phoenix. A new Tucson station is now under construction and plans call for new depots in El Paso and Flagstaff, Ariz.

Coaches 7623 (PD4104/4796), 8611 (PD4104/3183) and 8698 (PD4104/3270) have been equipped with fareboxes and are in use on the LONG BEACH-SANTA MONICA local line.

Effective July 28 the SFBACR Peninsula Route B--SAN FRANCISCO-SAN MATEO-REDWOOD CITY via BAYSHORE LOCAL's express schedules that operated southbound only between 4:00PM and 6:00PM was discontinued. The express schedules used the Bayshore Freeway between Army St. San Francisco and Broadway, Burlingame. This service was replaced by rerouting southbound evening schedules on Route G--SAN FRANCISCO-SAN MATEO-REDWOOD CITY via BAYSHORE FREEWAY off the freeway at Broadway, Burlingame and running them local from Broadway to San Mateo. The G route formerly used the Bayshore Freeway between 3rd St. San Francisco and 3rd Ave. San Mateo.

Effective August 25, the long-awaited SFBACR Peninsula service along Skyline Drive was instituted. The service is designated as Route S, and operates between San Francisco-7th St. Depot and Skyline Drive and San Brune Ave. in San Bruno. WGL was ordered to start service on Skyline Drive (as well as on the Contra Costa Route R to Ygnacio Valley) several years ago as the result of a fare increase.

CALIFORNIA--WGL (CONTINUED)

Greyhound took the PUC order to the state supreme court, which upheld the PUC. Initial Skyline Drive service consists of three round trips inbound in the morning and outbound in the evening.

WGL recently received PUC approval for an 8.82 per cent increase in mainline fares and a 16 per cent boost in package express rates. The carrier now is asking for an additional 8.75 per cent increase in intrastate California mainline fares, commute fares and express rates, plus establishment of a minimum 40-cent fare. The last rate increase was the third since September, 1968. At that time commute fares were hiked 25 per cent and all fares were increased 4 per cent. WGL says the new labor contract just signed (WT 8/69) will cost an additional $3,522,000 a year while the requested increase would only bring in an extra $3,503,000.

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: SP has applied for a five per cent increase in Peninsula commute fares. The increases sought would affect one-way fares, round trips, monthly commute tickets, seven-day weekly commutes and 20-ride family tickets.

GOLDEN GATE BRIDGE AND HIGHWAY DISTRICT (GGBHD)

SAN RAFAEL: GGBHD has operated the Golden Gate Bridge since its opening in 1939. It has now voted to change its name to GOLDEN GATE BRIDGE, HIGHWAY AND TRANSIT DISTRICT effective in 90 days when a new law permitting it to go into all forms of transportation becomes effective. A decision on higher bridge tolls has been deferred into the district completes plans and budgets for some form of public transit for Marin County to supplement or replace the present GREYHOUND service. Ferry boats as well as buses may be operated.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: Near the conclusion of the GREYHOUND strike in July (which also involved Gray Line maintenance men) a series of GM PD-4106s showed up. They have been numbered in the 300 series, and painted in GLOSF's maroon and white livery. Bus 306 was spotted still painted in Greyhound colors, indicating that the coaches came from some eastern Greyhound division.

SAN DIEGO ECONOMY LINE (SDEL)

SAN DIEGO: Two ex-SAN DIEGO TRANSIT CORP. GM TDH-4509s which SDEL recently purchased are now in use on the system's two routes replacing all former equipment. Coach 71 (TDH4509/2283) is used on the COLLEGE GROVE-CHULA VISTA-BORDER route while 72 (TDH4509/1335) operates on the SAN DIEGO-HOMELAND line. Another PUC hearing was scheduled for Sept. 25 concerning the passenger restrictions between Chula Vista and San Ysidro (Greyhound operates locally in the area while SDEL can only handle passengers to the area from north of Chula Vista or from north of Chula Vista to the area except for a section of Bayer Ave. where SDEL operates locally).

THE TOWN TOUR (TTT)

ANAHEIM: TTT's DISNEYLAND-CONVENTION CENTER-HOTEL/MOTEL SHUTTLE route (WT 8/69) is operating on a 15-minute headway daily between 8:30AM and 1:00AM. Adult fare is 25¢, child fare is 15¢ and those under 12 can take a round trip for 25¢.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: October 12 has been set as the effective date for the switch to the Exact Fare plan. Contrary to expectations, none of the new locked fare boxes will be in use until that time. They will be installed in 600 buses the weekend of October 11-12, 300 more during the following week. Until completion of the new central facility, the revenue will continue to be counted at the Divisions. Where the registering fare boxes are still in use after October 12 (principally in outlying areas), the operators will be requested to make no change.

The changeover to the locked Cleveland-type fare boxes will make the District's present registering fare boxes surplus. Bids will be invited for disposal of 2,000 electric and 250 manual Johnson Model D fare boxes.

The RTD will have built an armored van for transportation of fare box vaults among the various Divisions and the central counting facility. The contracts for the chassis and body include options for a second similar unit. Also to be purchased are the 80 carts in which the cash vaults will be carried. Bids have been requested on new tokens in quantities of 500,000 to 1,500,000. Approval has been given for construction of the new Central cash counting room, to be located at Division 2.

One change in connection with the Exact Fare plan is already in effect. Zone fare tickets are now on sale at RTD agencies for 8¢ each for use anywhere on the system. This enables users of the monthly passes or tokens for the initial portion of multiple-zone fares to prepay their entire fares for the first time. A 20¢ ticket has also been introduced for the initial Senior Citizen's fare.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of September, 1964)

+SAN FRANCISCO MUNICIPAL RAILWAY ends all trolley coach "owl" service; motor buses to be used instead.

+WESTERN GREYHOUND LINES triples service to and from Half Moon Bay on the SAN FRANCISCO-PEDRO-HALF MOON BAY line; from one to three trips.

+BAKERSFIELD MUNICIPAL TRANSIT SYSTEM rearranges its entire route structure to reduce bus requirements from 7 to 6.

The token price change from 25 for $7 to 30¢ each (in any quantity) goes into effect October 1. Agreements have been reached with Sav-on Drugs and Bank of America for token sales on a non-commission basis. Thrifty Drug and Security Bank may follow.

The multiple-zone monthly passes also are to be introduced in October, as previously reported. The price increment, however, will be $3.50 per zone, instead of the expected $3.20. The basic pass form will be unchanged, but one to four "stamps" will validate it for an equivalent number of zone increments over the basic fare.

Refund envelopes and receipts and Fare Overpayment cards will be introduced. When possible, the operator will place the money in the envelope, drop the envelope into the fare box, and give the accompanying receipt to the passenger. The overpayment card will be issued when the passenger has placed excess money in the farebox without it being handled by the operator.

The bill introduced by Assemblyman Lanterman empowering the RTD to impose a ½-cent sales tax for six months passed the State Senate by a vote of 21-9, 21 "yes" votes being required for passage. Six of the nine "no" votes were from with the RTD's

CALIFORNIA--SCRTD (CONTINUED)

service area. Even after this bill becomes law, funds from it cannot be available until mid-1970, so the District still faces an immediate cash problem.

New contracts are in effect between the RTD and the drivers' and clerks' unions. The dispute with the mechanics' union has been referred to a Governor's fact finding panel.

For some time, District policy has called for new and relocated bus stops to be far-side wherever practical. Now, a major experiment regarding the effect of far-side bus stops on traffic movement is being undertaken by RTD and traffic authorities. The test will be made along Olympic Blvd. between Figueroa and La Cienega.

The District's leased bus rates have been increased, for the first time since 1967, in order to meet increased labor costs and to place them on a comparable basis with those charged by the major charter bus companies in the area.

Line 31--HOLLYWOOD-PASADENA, has been rerouted slightly at the intersection of Wilson Ave. & Broadway in Glendale. Street changes in connection with construction of the Colorado Freeway have made Broadway just west of this point a one-way street. Line 31 now operates westbound via Broadway, Wilson, Harvey Dr. and Broadway. There was no change in the eastbound route.

Since the establishment of night racing at Los Alamitos, it has been found that some passengers arrive at the Los Angeles station too late for the last Line 57--RACE TRACK departure. In order to serve these patrons at minimum cost, shuttle service has been established, effective July 16, between the track and Stanton, where it connects with regular Line 58--LOS ANGELES-SANTA ANA service. The shuttle route is via Walker St., Cerritos Ave. and a loop via Western Ave., Ball Rd., Beach Blvd. and Cerritos Ave. (for connections from Los Angeles) or via Western, Katella Ave., Beach and Cerritos (for connections to Los Angeles).

All RTD lines operating through Santa Ana were rerouted August 10 in connection with a one-way street program. Formerly, northbound services left the Santa Ana station via Sycamore St. to 4th. Now, all operations from the station are via Sycamore and 1st, then (except for southbound line 45--SANTA ANA-LEISURE WORLD trips or Line 58 Freeway trips) north on Main St., also, the Long Beach-Santa Ana portion of Line 59--LONG BEACH-SANTA ANA-RIVERSIDE now operates eastbound via 5th St., westbound via 6th St.

Lines 2--BROOKLYN-HOOPER and 32--INDIANA-GAGE were rerouted on August 20 in response to complaints regarding their operation over a portion of City Terrace Drive. Line 2 now runs via City Terrace, Miller Ave. and Rogers St. to its terminal, looping via Rogers, Eastern Ave., City Terrace and McGilvery Ave. Line 32 operates northbound via City Terrace, Miller, Rogers and Eastern; southbound via Eastern, City Terrace, McGilvery, Rogers, Miller and City Terrace. As is often the case, these new routings were previously in effect as detours but have now been made permanent.

Three more groups of GM TDH-5103s have been sold for $2,000 each, from which a 10 per cent "finder's fee" goes in each case to the American International Bus Exchange. Here are the purchasers and their new acquisitions:

Leeward Bus Lines, Pearl City, Hawaii, 45, numbers 2703 2708 2723 2724 2732 2738 2739 2754 2757 2759 2760 2781 2783 2785 2786 2790 2798 2804 2812 2813 2820 2827 2829 2830 2834 2840 2841 2846 2848 2853 2854 2856 2861 2862 2863 2865 2866 2868 2869 2870 2871 2876 2883 2886 2888.

CALIFORNIA--SCRTD (CONTINUED)

Antelope Valley Bus Co., Inc., 2, numbers 2704 and 2879.

Community Enterprises, Inc., 7, numbers 6409, 6411, 6412, 6413, 6420, 6422 and 6423.

This should give Leeward the largest fleet of ex-Los Angeles 5103s, including those remaining to be sold.

Two GM TDH-3610s have been sold to San Pedro operators for $1,250 each. SAN PEDRO BUS LINES purchased 6671 and HIGHLAND TRANSIT 6665. Three ex-PASADENA CITY LINES GM TDH-4507s have been sold to Hawaiian operators for $1,750 apiece. YOSHIDA SERVICE purchased 6956, YAMAGUCHI BUS SERVICE 6954 and 6958. All of these transactions were arranged by the American-International Bus Exchange, and they receive a 10 per cent finder's fee in each case. The net proceeds to the District were still more than from the most recent direct sales of similar buses.

The 200 coaches that have been or are to be equipped with "BusaRama" illuminated ad signs have curtain-equipped route signs built into the doorside sign structure. This feature also is included on the blind side, but the route signs are not used, an "Extracar" heading used instead. These roller curtains are the same in all buses, regardless of the home division. Here is the list of signs:

3 W. 6TH & 3RD STS.-CENTRAL AVE.
4 WEST OLYMPIC-MELROSE AVE.
5 HAWTHORNE BLVD.-UNION STATION
6 SOUTH VERMONT-HIGHLAND PARK
7 EAGLE ROCK-SOUTH BROADWAY
14 NORTH HOLLYWOOD-BURBANK
26 WEST PICO BLVD.-E. FIRST ST.
28 WHITTIER BLVD.-W. 3RD ST.
35 WEST VALLEY
40 SPORTS ARENA-COLISEUM
40 POMONA FAIR
40 HOLLYWOOD BOWL
41 ALVARADO ST.-SOUTH HOOVER
42 SUNSET BLVD.
44 BEVERLY BLVD.-WEST ADAMS
57 SANTA ANITA RACE TRACK
57 HOLLYWOOD PARK RACE TRACK
RTD EXTRACAR
58 DISNEYLAND
81 VENTURA BLVD.-HOLLYWOOD-BURBANK
83 WILSHIRE BLVD.
84 WESTERN AVE.
86 NORTH HOLLYWOOD-CANOGA PARK
89 FAIRFAX AVE.
91 HOLLYWOOD BLVD.
93 LOS ANGELES-VAN NUYS
94 SANTA MONICA BLVD.
122 BURBANK-VAN NUYS
177 DODGER STADIUM
178 ANAHEIM STADIUM
BLANK
BLANK
BLANK
BLANK
BLANK

The following RTD coaches have been repainted in the District's official livery of Chrome Yellow, Champagne Gold and White since our last listing: 5035, 5037, 5038, 5118, 5818, 5830, 5836, 5842, 5851, 5860, 5871, 5901, 5902, 5905, 5913, 5949, 5950, 5953, 5969.

AIRPORT COACH SERVICE (ACS)

SANTA ANA: ACS' DISNEYLAND-LONG BEACH AIRPORT route was recently reduced from six to four daily round trips.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Rush hour express service between SFEBT and the University of California at Berkeley was to be inaugurated September 16 on Route F-SAN FRANCISCO-BERKELEY, making the trip in 24 minutes. Two eastbound trips in the morning and two westbound in the evening were planned. Rush hour express service was to start also on the E-CLAREMONT line, cutting travel time by five minutes.

CALIFORNIA (CONTINUED)

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: All 10 of Muni's GMC air conditioned transit buses have been delivered, and most are in operation. All 10 were initially assigned to Ocean Division, and were seen on the 66--QUINTARA, 71--HAIGHT-NORIEGA and 72--HAIGHT-SUNSET lines. Except for the air conditioning and the rear number being placed below the rear windows, the 10 new buses are identical to their 180 brothers. The A-C buses are numbered 3180-3189.

Placement into service of the new TDH-5305s has rendered all of the Whites (except the three small 784s on the 39--COIT line) and many of the C-49DT Macks surplus. It is believed that 110 of the C-49s will be returned to Mack, which has been leasing them to Muni, and in fact 54 have so far been delivered to Mack facilities in the East Bay. The following 20 buses were delivered to Mack's Oakland yard:

2100	2110	2129	2134	2146	2163	2179	2195	2253	2267
2102	2119	2131	2141	2162	2172	2190	2197	2264	2303

The following 31 buses, plus three more of which the numbers were not ascertained, were delivered to Mack-Hayward:

2104	2120	2125	2128	2139	2150	2167	2192	2204	2249	2307
2112	2121	2126	2130	2145	2152	2177	2196	2229	2256	
2115	2122	2127	2137	2147	2153	2182	2201	2242	2257	

In addition, 54 Macks are out of service and in storage at the Potrero (trolley coach) division:

2101	2144	2172	2183	2189	2202	2258	2331	2353	2500	2557
2103	2149	2174	2184	2191	2207	2262	2340	2359	2518	2568
2105	2157	2175	2186	2193	2220	2263	2341	2362	2520	2638
2106	2160	2178	2187	2198	2225	2318	2346	2415	2534	2662
2116	2166	2179	2188	2199	2227	2330	2349	2420	2543	

The 108 noted out of service are only two short of the reported 110 to be returned to Mack. There also is a report that Mack will in turn sell the C-49s to Korea, and that 2131 and 2303 are to be shipped over as demonstrators.

When all 200 of the new buses have arrived and have been placed in service, it is understood that each of the two motor coach divisions will have an equal number of the three types, as follows:

Bus Type	At Kirkland Division	At Ocean Division
GMC T8H-5305	3000-3094	3095-3179
GMC T8H-5305A	3180-3184	3185-3189
Flxible 111-CC-C?	4000-4004	4005-4009

On the subject of further equipment orders, it has been reported that the number of streetcars to be purchased has increased from 60 to 120; a Philadelphia car designer has been retained to come up with a design for muni. The exact number of cars finally ordered probably will depend on the length and seating capacity of the proposed car; an articulated design still hasn't been ruled out. Word has it, incidentally, that Muni now wants a loop at the foot of Market Street but BARTD wants to build a cheaper stub-end terminal. The 1969-70 200-bus order probably will be placed soon; Municipal Railway Improvement Corp. is already floating the second increment of equipment bonds. Informed sources say GMC will get the nod on the second order based on the prices of the last order, and also that the 25 Minibuses will be ordered from Minibus, Inc., of Pico-Rivera, Calif.

CALIFORNIA (CONTINUED)

ROESCH LINES (RL)

SAN BERNARDINO: Roesch Lines has added a third seasonal route, the weekend-only SAN BERNARDINO-ANAHEIM STADIUM line to serve California Angel home games. RL also operates the summer-only SAN BERNARDINO-BIG BEAR line under the name WESTERN TRAIL STAGES and the SAN BERNARDINO-DODGER STADIUM route.

LA RAMBLA BUS LINE (LRBL)

SAN PEDRO: A new schedule went into effect on July 28 giving a half hour headway Monday through Saturday with the first trip leaving 6th & Harbor at 7:00AM and every half hour until 11:30AM. Service resumes at 1:00PM after a lunch break and runs until the last trip at 6:00PM. LRBL's route covers a portion of the discontinued BARTON HILLS route.

EXPERIMENTAL STEAM TRANSIT BUS PROJECT

SAN FRANCISCO: The U. S. Department of Transportation has prepared detailed specifications for the experimental steam engines to be installed on four Bay Area transit buses, but the government was accused by aviation inventor William P. Lear of forcing the engine builders to bear most of the cost.

The steam engines will be installed on two SAN FRANCISCO MUNICIPAL RAILWAY Macks, and two General Motors buses operated by ALAMEDA-CONTRA COSTA TRANSIT DISTRICT. It is believed that Lear -- who has spent $4 million in pursuit of an efficient vapor-powered steam engine -- will provide the engine for ACCTD GM T6H5305 number 680, part of a 15-bus order of May and June. The 680 was delivered directly to Reno by GM instead of to Oakland.

DOT has set aside $610,000 for the experiment, but Lear said the vendors will get only $40,000 per engine in the face of an anticipated $1 million cost to the vendor for each engine delivered. The steam engine specifications include:

++The boiler/vapor generator and other parts of the power system containing high pressures shall be hydrostatically proof-tested, after fabrication and assembly, at a pressure not less than 1.5 times the pressure at which safety valves are set.

++In event of an accidental flameout, provision shall be made for safe re-lighting of the combustion system.

++In addition to normal automatic controls for the burner, an independent emergency shut-off to terminate the flow of fuel to the burner shall be provided which can be activated quickly and easily from the driver's seat.

++The engine shall be capable of carrying a full load of passengers (approximately 35,000 lb) up a 19 per cent grade at 5-MPH.

++Maintain a top speed of 55-MPH on the freeway.

++Be able to fire up and produce full power in five minutes.

++The power system must serve as a retarder to slow the vehicle when descending steep grades and the engine's service life should not be shortened appreciably by using it as a retarder.

++The system should not create emissions of more than 0.5 gram per mile of hydrocarbons, 11 grams per mile of carbon monoxide, and 0.75 gram per mile of oxides and nitrogen.

No definite timetable for fitting out the four buses has been announced.

N E V A D A

PIONEER BUS LINES (PBL)

RENO: PBL, operator of most of Reno's city transit service, has stopped operations due to financial problems leaving NEVADA TRANSIT CO. (Reno-Sparks) as the only means of public transportation in the area. Joe Conforte of Reno has offered to operate the failing system as a public service, but as of the end of August had not yet made application to the Nevada Public Service Commission. The city has estimated that to resume the line without any capital improvements would cost from $300,000 to $350-000, about two-thirds of which could be recovered through the fare box.

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: For a city its size (about 95,000 population), Las Vegas has a pretty comprehensive city transit system. One route has 15-minute service all day, and operates until 2:45AM the next morning -- using 53-passenger buses. Of course, there is a reason: Las Vegas' famed gambling and casino/nightclub operations keep going 24 hours a day, and the line with the big buses and the late service operates along "The Strip." Its appeal is more likely aimed at the workers at the casinos and hotels, rather than their patrons.

LVTS is a Gray Line subsidiary, and its buses (mostly Dreamliners) bear the red and silver-grey GL livery. Herewith, in our spotlight on Las Vegas, is our Roster of the Month:

Coach Numbers	Builder	Model/Serial Numbers	Year	Notes
148	GM Coach	TD3609/210	1946	Ex-VTL 148, being scrapped
201	GM Coach	TD4507/154	1946	Ex-VTL 201, LAMTA 6971
4500-4510	GM Coach	TDH4517/502-512	1960	Ex-CBC 701-711
4511	GM Coach	TDH4517/516	1960	Ex-CBC 715
4550-4551	GM Coach	TDH4519/899-900	1965	Air-Conditioned, bought new
4552-4553	GM Coach	T6H4521A/331-332	1969	Air-Conditioned, bought new
5301-5304	GM Coach	T6H5306A/011-014	1968	Air-Conditioned, bought new

VTL = Vegas Transit Lines CBC = City Bus Company, Oklahoma City, Okla.

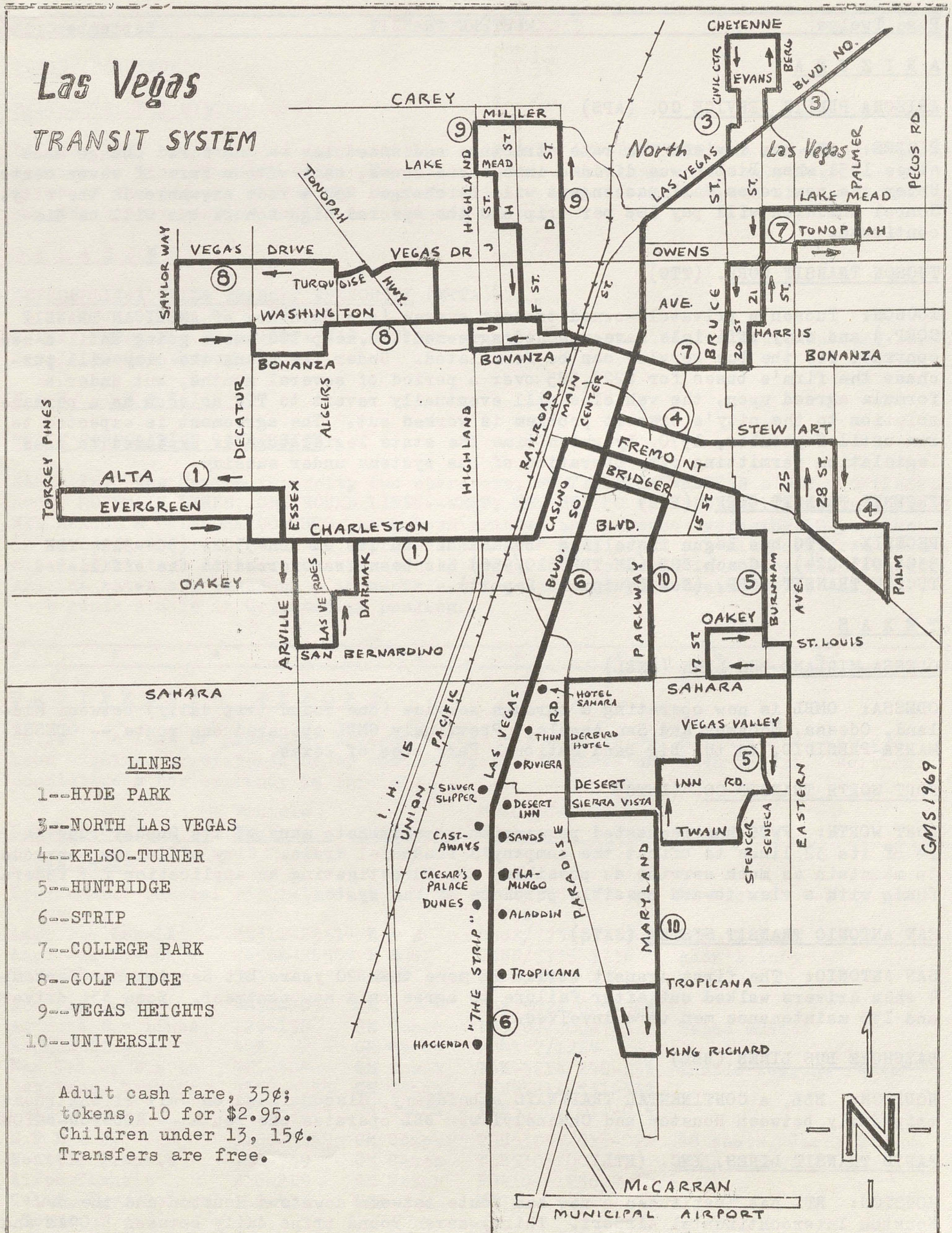
Following is an LVTS service table:

Line No. Route	1st Bus M-Sat.	M-Sat Day Hdwy	M-Sat Night Hdwy	M-Sat Last Bus	Sun 1st Bus	Sun Hdwy	Sun Last Bus
1-HYDE PARK	6:15AM	30	60	10:15PM	6:45AM	60	9:45PM
3-NORTH LAS VEGAS	6:15AM	30	60	10:15PM	6:45AM	60	9:45PM
4-KELSO-TURNER	6:45AM	30	30	10:15PM	7:15AM	60	10:15PM
5-HUNTRIDGE	6:15AM	30	60	10:15PM	6:45AM	60	9:45PM
6-STRIP	6:00AM	15	15	2:45AM	6:00AM	15	2:45AM
7-COLLEGE PARK	6:45AM	30	30	10:15PM	6:45AM	60	9:45PM
8-GOLF RIDGE	6:15AM	30	60	10:15PM	6:45AM	60	9:45PM
9-VEGAS HEIGHTS	6:00AM	40	30	10:15PM	6:15AM	40	10:15PM
10-UNIVERSITY	6:45AM	60	60	10:15PM	--	--	--

Every evening, service on lines 1, 3 and 5 breaks for 90 minutes at about 7:30PM.

Las Vegas

TRANSIT SYSTEM



LINES

1--HYDE PARK
3--NORTH LAS VEGAS
4--KELSO-TURNER
5--HUNTRIDGE
6--STRIP
7--COLLEGE PARK
8--GOLF RIDGE
9--VEGAS HEIGHTS
10--UNIVERSITY

Adult cash fare, 35¢;
tokens, 10 for $2.95.
Children under 13, 15¢.
Transfers are free.

A R I Z O N A

ARIZONA PUBLIC SERVICE CO. (APS)

BISBEE: ABS has revised its rate structure and schedules -- the first change made since 1951 when Bisbee was divided into three zones, each with a fare of seven cents. Under the new rates, all passengers will be charged 25¢ a ride anywhere in the city. School children will pay 10¢ per trip and the special high school bus will be discontinued.

TUCSON TRANSIT CORP. (TTC)

TUCSON: Tucson's privately-owned transit system (a subsidiary of AMERICAN TRANSIT CORP.) and city officials have reached agreement to keep TTC buses going until a new contract for the bus service can be formulated. Under the plan, the city will purchase the firm's buses for $226,525 over a period of several months, but under a formula agreed upon, the vehicles will eventually revert to TTC as soon as a permanent solution to the city's transit problem is worked out. The agreement is expected to run until September, 1970, by which time the state legislature is expected to pass legislation permitting city operation of bus systems under subsidy.

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: PTC has begun installing "BusaRamas" on its GM TDH-5302s (304-312, TDH 5302/013-024). Coach 800 (GM TDH3610/956) has been transferred to the affiliated TUCSON TRANSIT CORP. (See Equipment Report).

T E X A S

ODESSA-MIDLAND BUS LINE (OMBL)

ODESSA: OMBL is now operating a through service (one round trip daily) between Midland, Odessa, McCamey and San Angelo. Previously OMBL operated one route -- ODESSA-MARFA-PRESIDIO, in the Big Bend National Park area of Texas.

FORT WORTH TRANSIT CO. (FWTC)

FORT WORTH: FWTC has requested permission to eliminate many of its Sunday runs on 14 of its 32 lines to offset the company's financial drain. City officials, anxious to maintain as much service as possible, are investigating an application for federal funds with a view toward possible purchase of the system.

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: The first transit strike in more than 20 years hit San Antonio September 4 when drivers walked out after failure to agree on a new contract. Some 336 drivers and 130 maintenance men were involved.

BAYSHORE BUS LINES (BBL)

HOUSTON: BBL, a CONTINENTAL TRAILWAYS subsidiary, discontinued on July 21 one round trip daily between Houston and Channelview. BBL operates one route -- HOUSTON-BATTOWN.

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL has instituted a new bus route between downtown Houston and the new Houston Intercontinental Airport. Thirty-seven round trips daily between 5:00AM and 12:10AM are operated on a half-hourly headway using the Eastex Freeway. Fare is 75¢

TEXAS (CONTINUED)

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS has extended the rush-hour only Line 67--BOEDEKER and increased express service on Line 61--GLEN OAKS. More than 400 new dwelling units have been built north of the present end of the Boedeker line. Line 46--MEADOW was also extended to provide better service to 175 new housing units.

O K L A H O M A

METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)

TULSA: MTTA has received a $34,602 DOT grant to make a study on equipment and service levels needed through 1974.

N E W M E X I C O

STATE CORPORATION COMMISSION

SANTA FE: New Mexico intercity bus operators, CONTINENTAL WESTERN LINES, CONTINENTAL ROCKY MOUNTAIN LINES, GREYHOUND LINES--WEST, NEW MEXICO TRANSPORTATION CO. and TEXAS, NEW MEXICO & OKLAHOMA COACHES, have been granted an increase averaging 10 per cent in intrastate fares. The SCC approved a rate of 3.85 cents per mile compared to the old 3.50 cents. The new rates are still below those charged in surrounding states. Arizona rates are based on 5.16 cents a mile, Texas at 4.94 cents and an increase to 4 cents a mile in Colorado is pending.

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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 Central Lines	13301-13303	B & C	05GE/7754,7780, 7790	KC-Wichita 5-Star pool
Amer Bus Lns-LA	25512-25514	B & C	05SE/7730,7732-33	Addn'l info
Amer Bus Lns-SW	26508-26509	B & C	05SE/7735-7736	Addn'l info
Texas Bus Lines	503	B & C	05SE/7746	
Abilene Transit	4030-4031	GM Coach	TDH3502A/005-006	
Arizona Bus Lines	129-130	GM Coach	PD4107/700-701	Taped music
Roesch Lines	423	GM Coach	PD4107/1264	
Sun Valley Bus Ln	401-404	GM Coach	T6H4521A/248-251	Inside baggage racks
Las Vegas Transit System	4552-4553	GM Coach	T6H4521A/331-332	
	5301-5304	GM Coach	T6H5306A/011-014	
S F Mun Ry	3180-3189	GM Coach	T8H5305A/013-022	48 seats, Jacob Brakes
Seattle Transit	700-769	GM Coach	T8H5305/001-070	Addn'l info
AirporTransit	216-219	GM Coach	PD4104/1258,9,60,-	
Calif.-Nev. Golden Tours	512-513	MCI	MC7/ -	
Golden St Charter	408-412	Crown	A743-11/35671,35684,35685,-	School buses

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
Hilton Rent-a-Car	unnum	Minibus	MB-1D-TS/415	
Airport Coach Svc	215	GM Coach	PD4107/ -	Sealed windows
Redwood City Municipal Transit	402-407	Minibus	MBF-20/402-407	Addn'l info
USED BUSES				
Calif Parlor	70-78	MCI	MC5A/ -	Ex-WGL 8791-8799
Car Tours	79-89	MCI	MC5A/7255-7265	Ex-WGL 8800-8810
Golden State	221-222	GM Coach	PD4106/097,112	Ex-WGL 3371,3386
Charter Bus	L449	GM Coach	PD4107/1053	United Bus Sales
	Unnum	GM Coach	PD4106/ -	Ex-EGL 3413
Gray Line of LA	422	GM Coach	PD4106/1502	Ex-Santa Fe B115
	507	GM Coach	PD4106/1105	Ex-MK&O M629
ELACIA	702	GM Coach	TD3609/076	Returned from SPMB 702
The Town Tour	Unnum	GM Coach	TGH3101/546	Ex-Pomona Bus Lines
	Unnum	GM Coach	TD3609/214	Ex-B&WBL 5625
	Unnum	GM Coach	TDH5103/541	Ex-Community Chtr 2105
Community Chtr	4504	GM Coach	PD4106/094	Ex-EGL 3368
Bus System	4508	GM Coach	PD4106/ -	Ex-EGL
	4701	GM Coach	PD4501/910	Ex-WGL 8038
Community/Pomona	4507	GM Coach	PD4104/197	Ex-EGL 4088
San Pedro Mtr Bus	Unnum	GM Coach	TDH3610/270	Ex-SCRTD 6671
San Pedro Transit	(II)38	GM Coach	TDH5103/577	Ex-SCRTD 2875
La Rambla Bus Line	05	GM Coach	TDM4507/2989	Ex-B&WBL 05
	103	GM Coach	TDH3714/082	Ex-Oceanside Tr 513
Douglas Bus Lines	116,118	GM Coach	TDH4507/-,145	Ex-?,Ex-LAMTA 6980
Torrance Transit	5101-5104	GM Coach	TDH5105/3267-3270	Ex-SMMBL
M&M Charter Lines	402	GM Coach	SDM5302/444	Ex-Hudson Bus Trp 81
Calif Sightsg Tours	129	GM Coach	PD4104/3259	Ex-WGL 8687
	401	GM Coach	SDM5302/537	Ex-Yellowstone Parks
Studio Transp Inc	Unnum	Crown	RD3189/34418	Ex-Santa Fe B130
Tucson Transit Corp	800	GM Coach	TDH3610/956	Ex-Phoenix Tran 800
Tacoma Suburban	Unnum	GM Coach	TDH4517/1557-1560	ExOSMTD 1501-1504
Tradewinds Tr(Hawaii)	Unnum	GM Coach	PD4106/096	Ex-EGL 3370
DSCP(Hawaii)	18411-18412	Flxible	HiLevel/10367-68	Ex-CCL 13409-10
Crew Transit	C105	Flxible	Vistaliner/-	29 seat, Lic Y41706
	C102	GM Coach	PD4104/-	Ex-WGL; brown/silver
SMateo-Burlingame Tr	363	GM Coach	TD3609/255	Ex-San Jose CL 6620
Peerless Stages	281	GM Coach	TD4506/-	Ex-Navy
	282	GM Coach	PDA4101/-	Ex-Eastshore Lines
Western Greyhound Lines	9660-9670	GM Coach	PD4501/729-736, 778-780	Ex-CGL 1460-1470, 47 seats
San Diego Economy	72	GM Coach	TDH4509/1335	Ex-SDTC 997; corrn
DISPOSITIONS				
San Pedro Motor Bus	57	GM Coach	TDH3610/1312	To Jarrets Bus Sales
	20	GM Coach	TD4007/659	"
Napa Transit Co	72	GM Coach	TDM4506/-	"
Barrett Transp Co	B1413	Flxible	Clipper/30793	"
Tucson Transit	1247-1250	GM Coach	TDH4517/1621-1624	To ATC in Florida
Roesch Lines	403	GM Coach	PD4103/-	Scrapped