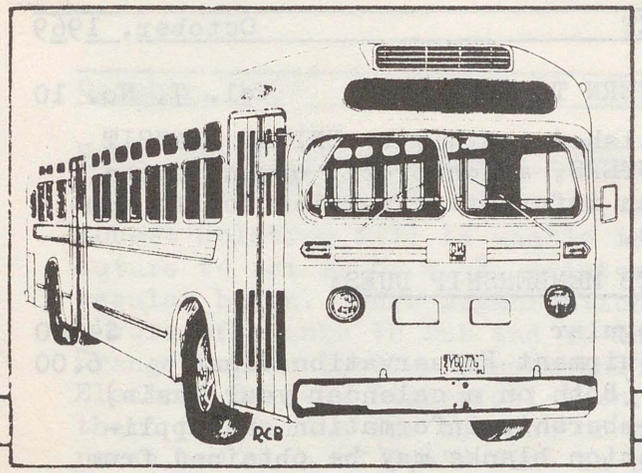


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 10 October, 1969 Twenty Pages

C A L I F O R N I A

AIRPORT SERVICE, INC. (ASI)

PASADENA: On September 14, one MONROVIA-LOS ANGELES INTERNATIONAL AIRPORT round trip was cut back to Pasadena and three ARCADIA-AIRPORT trips also were cut back at Pasadena. The LONG BEACH AIRPORT-ORANGE COUNTY AIRPORT round trip was eliminated. The only LAX-ORANGE COUNTY AIRPORT schedule is still running.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: The opening of a new north side shopping complex has prompted the rerouting of two SDTC bus lines. On September 15 Route 6--NORTH PARK-MISSION VALLEY CENTER-POINT LOMA and Route H--MISSION VILLAGE were rerouted through Fashion Valley, a new shopping complex in Mission Valley. At the same time, Route 6 was rerouted through Hotel Circle and also cut back from Keats and Rosecrans to Lytton and Rosecrans. Line H likewise was rerouted off the Hotel Circle roads.

SDTC's Coach 534 (TDH 4801/510) and coach 544 (TDH4801/520)both painted in colorful anniversary themes, have been turned over to the SAN DIEGO 200th ANNIVERSARY COMMITTEE to carry visitors to and from the m a n y activities now taking place throughout the city.

The greatly augmented service over the new bridge to Coronado, (WT 9/69) has already been cut back to more realistic levels. On September 14 Route 9-CORONADO was revised



SDTC 601 (GMC TDH4519/1863) Buckley Photo.

Club News

MEETING NOTICE

November Regular Meeting:

Date: November 9, 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

December Regular Meeting:

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

⊕ ⊕ ⊕ ⊕

New U. T. B. Member

#86 Christopher Munoz, San Francisco

(Welcome aboard!)

⊕ ⊕ ⊕ ⊕

NAME CHANGE, DUES INCREASE VOTED

On January 1, 1970, The United Transit Boosters will become the Western Transit Society (WTS). The change was voted at the October 12 membership meeting. At the same time, due to a sharp increase in the cost of printing Western Transit, it was decided to institute a new dues schedule, also effective January 1, 1970. The new schedule, on a calendar year basis:

Equipment Preservation Class	$6.00
Regular Membership	5.00
Yearly subscription	4.00

This organization was founded as the U. T. B. seven years ago. In recent months, sentiment for a change in name to reflect the more professional aspects of our activities has been growing. As for the increase in Regular Membership and scription rates, this was made necessary largely because U. T. B. Member

(Continued on Page 3)

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UTB MEMBERSHIP DUES:

Regular	$4.00
Equipment Preservation Class	6.00

(Both on a calendar year basis)
Membership information and application blanks may be obtained from the business office.

SUBSCRIPTION RATE:
Western Transit is available to non-members at the following rates:

Per calendar year	$3.00
Price per single copy	.35

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George Geyer-- --John Pappas
John McKane-- --Bob Burrowes

Norden Named U. T. B. Secretary

Due to the press of time involved in editing Western Transit, and increased commitments in other areas, Mac Sebree submitted his resignation as Secretary at the October 12 membership meeting. Brian Norden was named secretary effective with the November meeting.

NAME CHANGE, DUES INCREASE VOTED

(Continued From Page Two)

Robert Holstrom will be unable in the future to act as U. T. B. printer on a regular basis. This organization owes a vote of thanks to Bob and to the Orange Empire Trolley Museum and the Electric Railway Historical Assn.-Southern California for the use of the press and much of Bob's time in printing U. T. B. publications over the years. Bob's other responsibilities both to the museum and to his personal career have grown greatly in the past several months, but despite this he will continue to print U. T. B. specials.

The unavailability of the OET-ERHA press, however, will necessitate new methods in the printing of WT. Part of each month's issue will be printed offset commercially, and part on a stencil duplicator. The offset part will be more expensive, but it will enable us to present many more halftone pictures than previously. We also will continue with the maps and charts which have been a fixture of WT since its beginning. Those pages on which no illustrations appear will be printed via the more inexpensive mimeograph method to partly offset the increased cost of offset. On balance, however, our yearly costs of publishing WT will be more than doubled. It was felt that U. T. B. members would not want the quality of their publication compromised, thus it was decided on a nominal raise in the dues structure.

Every Publication is New Until

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BACK ISSUES of The BOOSTER and WESTERN TRANSIT are available at the following prices:

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February 1964 to December 1965
February 1966 to December 1966 . . . . . 50¢
February 1967 to July 1968 . . . . . 35¢

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January 1966
January 1967 . . . . . $1.25
(Requires Xeroxing)

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* * * * * * * * * * * * * *

CALIFORNIA--SDTC (CONTINUED)

so that all trips originate at Pacific Highway and Broadway instead of the Plaza at 4th & Broadway; on Coronado Island all trips operate via 3rd Street, Alameda Blvd. and 4th Street between the bridge and downtown Coronado instead of operating directly via Orange Avenue.

Monday through Saturday morning headways to and from the Amphibious Base are now 50 minutes with afternoon and evening trips at 25 minute intervals. Service to and from the North Island Naval Air Station is now provided only at shift changes rather than 40-minutely throughout the day. Sunday headway is 25-minutely beginning at 9:48AM. Early Sunday headway is 80-minutely.

CALIFORNIA (CONTINUED)

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: CTS was an exhibitor again this year at the Los Angeles County Fair at Pomona. More than 45,000 persons inspected CONTINENTAL WESTERN LINES 14317 (05GE/7766) during the fair's 20-day run. A Silver Eagle was shown last year (WT 10/68).

On October 26 one of the two LOS ANGELES-SAN FRANCISCO LOCAL round trips operating via Stockton was to be rerouted to operate non-stop between Modesto and Oakland, cutting one hour from previous travel times.

COMMUNITY ENTERPRISES, INC. (CEI)

STANTON: CEI, a subsidiary of INTERMARK INVESTING, INC., is reportedly seeking to purchase the Huntington Park-based ARROW CHARTER LINES operating several GMC parlor cars and Crowns in a red and white livery.

GOLDEN WEST TRANSIT LINES, operator of a SANTA ANA-EL TORO MARINE BASE route, has been sold to COMMUNITY CHARTER BUS SYSTEM, a CEI subsidiary. CCBS 2108, an ex-SCRTD TDH 5103 painted in CCBS' white, green and orange paint scheme, has been operating the El Toro route.

Intermark also is negotiating for the purchase of NORTH BAY CHARTER SERVICE of Petaluma. NBCS operates primarily in Marin and Sonoma Counties. The firm's buses include one Silver Eagle and two Mack 97Ds, late of EMBREE BUSES, INC.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: SMTD has inaugurated a new advertising campaign to gain additional riders with the theme, "Get a $100 a month pay raise -- Ride your Extra Car -- SMTD." This undertaking is now the fifth transit property in the state to have its system map in the Yellow Pages section of the telephone book, the others being San Francisco, Oakland, Sacramento and Fresno.

VICTOR VALLEY PASSENGER SERVICE (VVPS)

VICTORVILLE: Because the area's only commuter air service has been discontinued, VVPS has been authorized to begin operating between the Victor Valley area and Ontario International Airport. Using two station wagons on four daily round trips, VVPS has a route beginning in the Victor Valley area, thence via Interstate Highway 15 and IH-10, and Vineyard Ave. to OI Airport.

DRAHOS TRANSPORTATION, INC. (DTI)

VICTORVILLE: DTI went into the charter business October 1 using one red and white Crown coach (See Equipment Report) after receiving a Class B certificate limiting its service area to within 25 miles of the Victorville area.

BLUE AND WHITE BUS LINES (B&WBL)

WATTS: Beginning October 12, B&WBL instituted the Exact Fare program. This was described as an "improvement in working conditions" for operators and not, as in many areas, as a preventative of bus robberies as B&WBL has had only two robberies in the past year. New bus stop signs are also being installed.

CALIFORNIA (CONTINUED)

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: The Blue Bus System of Long Beach has racked up another successful fiscal year. Both gross revenue and riding were up. For the year ended July 30, 1969, LBPTCo. reported gross revenue at $2,847,524 compared to $2,606,870 for the preceding year, an increase of 9.23 per cent. Passengers carried for the year totaled 11,176,524, compared to 10,420,386 for the previous year, up 7.26 per cent. The company is now carrying about 40 per cent more passengers than were being carried six years ago when the company took over from the old LONG BEACH MOTOR BUS CO.

LBPTCo. is now installing Johnson K-25 or K-50 registering lock type fare boxes replacing the Cleveland lock boxes inherited from LBMBCo.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: October 12, effective date of the Exact Fare program, came and went with surprisingly little confusion. All operations of Divisions 1, 2, 3, 4, 5 and 10, as well as line 92--WATTS-SIERRA VISTA (Division 11) were equipped with the new Cleveland-type locked fare boxes. This represented approximately half of the bus fleet. The remainder were to be equipped as quickly as facilities and manpower permitted. Division 7 was scheduled to have the new boxes in service October 19.

During the interim period, fare handling procedures on buses still equipped with the old registering fare boxes were virtually unchanged. Since refund envelopes could not be used, these operators were still making change when necessary, although this was to be discouraged in order to educate the passengers to the new system. Operators at most of the divisions still using the old boxes were not required to sort the coins for their turn-ins, anyway, so many (if not most) of them were not even carrying coin changers.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of October, 1964)

+The City of Palm Springs considers purchase of VILLAGE BUS SERVICE, a TANNER MOTOR TOURS LTD. subsidiary operating a one-bus route up and down Palm Canyon Drive.

+AIRPORTRANSIT begins operating to the Continental Hotel as an extension of its INTERNATIONAL AIRPORT-HOLLYWOOD route.

+HEMET BUS LINES seeks PUC approval to discontinue its RIVERSIDE-PERRIS-SUN CITY-HEMET route.

Elaborate arrangements had been made for tickets, redemption receipts, etc., but most local riders not using monthly passes were still paying their fares by cash and most had the right change ready when boarding the bus. (The use of tickets had been more common on the interurban lines, under the old system, but the first lines getting the new fare boxes included few, if any, interurbans.) The use of hand collected cash fare receipts (HFR's) was discontinued October 12. These had been issued on override collections at fare zone limites. Now, a passenger riding beyond the limit of the fare paid must leave his seat and deposit the additional zone increment(s) in the fare box.

The text of farside bus stops on Olympic Blvd. took only four days -- two with the normal bus stops and two with the relocated stops. The stops were moved

CALIFORNIA--SCRTD (CONTINUED)

for about 10 days, however, in the hope that passengers would be familiar with the new stops by the actual check days. Portions of Ninth St. (Line 25) and San Vicente Blvd. (the B leg of line 4) also were included in the test.

The proposed "Rapid Busway" in the median of the San Bernardino Freeway, may be operating by late 1971, the RTD says. General Manager Samuel B. Nelson told the American Transit Assn. annual meeting in Montreal that the $34 million project will be the first phase of a high-speed rapid transit system for Los Angeles which also will include electric rail lines. The busway project calls for construction of new lanes for exclusive bus use between El Monte and downtown Los Angeles. The RTD is completing agreements with the State Division of Highways to acquire rights-of-way. A DOT construction grant will be sought.

The following coaches have been repainted in the District's official livery of Chrome Yellow, Champagne Gold and White since our last report: 5001, 5002, 5006, 5034, 5035, 5036, 5039, 5044, 5049, 5061, 5062, 5065, 5076, 5084, 5858, 5922, 5924, 5946, 5958, 5989.

GREYHOUND LINES - WEST (GLW)

SAN FRANCISCO: GLW eliminated one SEATTLE-VANCOUVER, B. C. VIP round trip and one SAN FRANCISCO-BARSTOW-ALBUQUERQUE-DALLAS round trip on October 25. A restriction has been placed on certain schedules on the SAN FRANCISCO-LOS GATOS-SANTA CRUZ route so that local passengers between San Francisco and Sunnyvale will not be handled. Other schedules on this route will continue to handle local traffic subject to seat availability. Coaches 7906-7907 (GMC PD4107/786-787), formerly used on the now-discontinued PHOENIX-TUCSON VIP SERVICE (WT 2/69) have been transferred to the Seattle VIP operations. Coaches 8008T-8009T (GMC PD4501/745-746) have been assigned to the SAN FRANCISCO INTERNATIONAL AIRPORT-TRAVIS AIR FORCE BASE route.

GLW schedule folders were revised and reissued on September 3 and 8 in pink and black ink. Following are the changes that were made on SFBACR schedules:

Contra Costa Division

San Francisco-Vallejo-Napa: 4:50PM northbound trip now leaves at 4:55P

Route S--Oakland-Berkeley-Lafayette-Concord 6:45AM trip from Martinez changed to Route O--OAKLAND.

Route O--SAN FRANCISCO (7th St.)-WALNUT CREEK-CONCORD-ANTIOCH "O" schedule leaving Walnut Creek at 7:02AM changed to an "S".

Route R--SAN FRANCISCO (TBT)-WALNUT CREEK-YGNACIO VALLEY-CONCORD 6:37AM southbound trip cancelled.

Route U--SAN FRANCISCO (7th St.)-WALNUT CREEK-CONCORD-ANTIOCH 6:30AM Concord southbound trip and 4:50PM northbound trip to Concord deleted.

Route Z--OAKLAND-WALNUT CREEK-CONCORD 7:19AM southbound and 5:16PM northbound trips eliminated.

Peninsula Division

Route C--SAN FRANCISCO-REDWOOD CITY-PALO ALTO-SAN JOSE via ALMA AVE.

Route F--SAN FRANCISCO-REDWOOD CITY-PALO ALTO-SAN JOSE via ELCAMINO: As a result of a route change that finds "F" buses on El Camino Real between Mountain View and Sunnyvale instead of on Evelyn Ave. (along with Route C) the five minutes longer running time on the F-route has been

CALIFORNIA--GLN (CONTINUED)

eliminated. Daytime trips now leave San Jose on the hour (C route) and half-hour (F route) instead of "00" and "25" as previously. The first "F" trip now leaves San Jose at 6:30AM instead of 5:45AM. The 7:10AM B/C (Peninsula sight-see-er) trip was eliminated. The 5:55AM "C" trip originating at Redwood City is no longer listed, but additional trips originating at Palo Alto take their place.

Southbound, three "B" route trips (one originating in Redwood City), two G/C and one G/F trips were dropped from the schedule, and headways adjusted to half-hourly starting with the first trip at 6:00AM (former first trip was the G/C 5:20AM schedule). Northbound night service was adjusted to give hourly (rather than 70 minutely) service until 9:30PM. The 12:45AM F/B and 2:30AM F/M schedules were dropped, and were replaced by a 1:00AM "F" trip--the last bus from San Jose. Saturday and Sunday schedule changes were similar to weekday changes.

Route B--SAN FRANCISCO-AIRPORT-BURLINGAME-REDWOOD CITY via Bayshore Local;
Route C--SAN FRANCISCO-BURLINGAME-REDWOOD CITY via Bayshore Freeway: Bayshore schedules were cut back as follows: 5:00AM and 1:40AM northbound trips originating in Palo Alto now originate in Redwood City; one of the 7:00 to 7:30AM "B" trips was eliminated. One northbound morning "G" trip was cut and two southbound afternoon "G" trips were added. Saturday and Sunday B-Route schedules were combined providing 30 minute service both days (previously there was 20 minute service on Saturday). The first southbound B trip now terminates at Redwood City instead of Palo Alto. Night leaving times were readjusted to conform to the new C/F schedules.

Route H--SAN FRANCISCO-SOUTH SAN FRANCISCO-SAN BRUNO-BURLINGAME-REDWOOD CITY via BAYSHORE LOCAL: the 2:45AM (and only) trip now terminates at Redwood City instead of Palo Alto.
Route D--SAN FRANCISCO-SAN JOSE (DEPOT STOPS ONLY): One D-Route trip was added replacing the 6:35AM southbound "B" trip to Palo Alto.
Route M--SAN FRANCISCO-SAN BRUNO-SAN MATEO via MISSION LOCAL;
Route Z--SAN FRANCISCO-SAN BRUNO-SAN MATEO via BAYSHORE LOCAL: The following trips were dropped from the schedule: 6:30AM northbound "M" from San Mateo, 7:40AM "M" from Redwood City, and the 5:00PM southbound "Z". A 20 minute headway in the morning and early afternoon and Saturday was eliminated with Route M's Saturday and Sunday schedules were combined for 30 minute service. All northbound service now originates at San Mateo, with first trip at 5:40AM.

Route O--SAN FRANCISCO-PACIFICA-HALF MOON BAY via MISSION ST.;
Route S--SAN FRANCISCO-WESTLAKE-SKYLINE DRIVE via MISSION ST.: The 6:48AM northbound trip originating at Rockaway Beach was eliminated, as were three northbound Linda Mar originating trips between 6:44 and 7:11AM; intervals between the remaining trips were evened out. The three cancelled "O" trips became the three schedules on the new "S" route, and originate at San Bruno & Skyline. These schedules fit into the inbound "Coast Side" schedules at Skyline & Westmoor at approximately the same times as they had as "O" schedules, providing no change in service for Westlake patrons. Southbound Coast Side schedules between 4:40PM and 5:18PM were changed from the former five Linda Mar trips to three Linda Mar trips and two Skyline trips; a third (and new) Skyline schedule also was added.

CALIFORNIA--GLW (CONTINUED)

Marin County Division

Route A--SAN FRANCISCO-SAN RAFAEL-NOVATO: The 7:12AM southbound trip from Novato was cancelled.

Route L--SAN FRANCISCO-MARIN CITY-MILL VALLEY: One southbound trip was added, leaving Mill Valley at 7:35AM; one northbound trip, leaving 7th St. at 5:00PM, was cancelled.

Route D--SAN FRANCISCO-SAN ANSELMO-FAIRFAX: The 4:38PM northbound trip was eliminated.

Elsewhere on the system, service between Billings and Great Falls, Montana, was discontinued by GLW effective September 16. As of the same day, INTER-MOUNTAIN TRANSPORTATION CO. began operating the service.

SANTA CLARA COUNTY

SAN JOSE: Santa Clara County voters turned down, on September 23, a proposal for a publicly-owned, sales-tax supported transit district by a wide margin. However, only 30 per cent of the registered voters went to the polls. The proposed agency would have taken over privately-owned transit in San Jose and environs and expanded it. SAN JOSE CITY LINES, the principal private operator in Santa Clara County, is presently the largest transit undertaking in California still in private hands.

FRESNO TRANSIT (FT)

FRESNO: Fresno Transit's new 51-seat, air conditioned Flxible buses (Nos. 7001-7019) began arriving during the week of September 8. They were driven from the Loudonville, Ohio, plant, and were thus broken in when they arrived in Fresno and could be swung into service almost immediately.

Mechanically, the new buses are equipped with Detroit Diesel 6V-71 engines and Allison V-drive, two speed hydraulic transmissions. The exteriors are painted in FT's current livery of "electric blue" and white, including a painted blue side belt rail, on which are painted the FT emblem and numbers. The front of the bus above the windshield (often left as unpainted aluminum) is painted blue, also. The coaches are equipped with emergency doors, wooden rear push-doors, hubodometers and large stop and turn-signal lamps, plus the required federal lights. Painted surfaces on the interior are done in a beige hue, with beige starburst patterns on the melamine ceiling and upper side panels, and beige fleck melamine lower side panels. Seats are charcoal and gold; the driver's seat is of the air spring type. Both the newly-acquired Grant Electrolock fareboxes and the old ones that were installed in the new coaches have been painted beige (standard color was coral).

Front destination signs reach a new high for FT--they are both split and electric! Also for the first time, Fresno has side destination signs--and they are also split! (These are probably the only buses in California with two-piece side signs, if not the west). The split in both cases consists of a short route number curtain and a long route/destination curtain. On the number curtain are the following numerals: 1-2-3-4-5-6-7-8-9-10; 1A-2A-3A-4A-5A 6A-7A-8A-9A10A; 1B-2B-3B-4B-5B-6B-7B-8B-9B-10B. The destination signs have virtually all new readings, including ones for "CALWA" and "CLOVIS," giving some indication of FT's future plans for expansion. Upon arrival of the new buses, destination signs in the GM TDH4517s (which are one-piece curtains with

CALIFORNIA--FT (CONTINUED)

no numbers painted on them) were changed to match the destination portion of the new buses' signs; route number cards are still carried in the windshield of these buses. In connection with this change, all buses headed for downtown Fresno now carry a "FULTON MALL" destination sign; formerly a sign was carried for the outer terminal. This program requires four sign changes per round trip.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: All of Muni's GMC T8H-5305 buses have now been placed into service, and the usual period of de-bugging is now in progress. UTB member Bernard Bear, who recently visited the Flxible plant, reports construction of Muni's order of 10 111-CCs was nearing completion and were to arrive in The City by October 18. On that date, at least four had arrived and were to go into service on October 20. Contrary to what we reported last month, the following is the official assignment for Muni's 200 new buses:



NATION'S NEWEST PCC TO BE PRESERVED

SFMRy plans to preserve PCC 1040 as an historical vehicle. The remainder of the 105-car PCC fleet will be disposed of after delivery of new cars by 1972. Shown here at the West Portal of the Twin Peaks Tunnel, the 1040, built in 1952, was the last streetcar built new in the U. S. (Photo by Jim Walker)

Kirkland Division	Ocean Division
3000-3089	3090-3189
4000-4004	4005-4009

For the purpose of determining the relative merits of both types of bus, the following buses have been assigned to the following routes: Line 55--SACRAMENTO: 3000-3004, 4000-4004; Line 30X--STOCKTON EXPRESS: 3005-3007, 4005-4007.

Two Muni buses -- new GMC Dreamliner 3097 and Mack 2603 -- became the center of quite a controversy last month, and for far different reasons. It was reported that Muni had "cannibalized" coach 3097 for parts after it had been sidelined because of transmission trouble. According to press reports, Muni still didn't have much in the way of spare parts for the new GMC buses, and so every time a mechanic needed another spare part to repair some other bus, the part was taken from 3097. At one time, 11 of 3097's 20 windows had been removed to replace shattered windows in other buses.

And as for Mack 2603, startled Muni officials learned that it was the star

CALIFORNIA--SFMRy (CONTINUED)

of a sex film called "Seat of Passion: Park of Pleasure." Officials said a man named Terry Sullivan chartered the bus from Muni last June. He paid $50 for four hours' use of the bus and especially requested a driver "who will be relaxed in his understanding of what we are doing." Police vice squad members, who viewed the film, said a young man and young woman "explored all ramifications of sex on the bus." Driver George Martensen said he kept his eyes on the road and "noted no improprieties."

The latest on the SFMRy/BARTD subway construction argument is that Muni has agreed to keep four instead of six lanes of Van Ness Ave. traffic open over the Van Ness Station construction, and BARTD has agreed to provide four instead of two entries to this station. BARTD also has agreed to build a grade separation for inbound cars entering the subway at the Duboce portal; and there will be only one portal, to be used by both J--CHURCH and N--JUDAH cars. Apparently the foot of Market Street terminal will be a stub end affair. There was some discussion of a loop at that location, but this was to have been a surface loop, rather than underground. (In spite of the traffic problems that might result from a surface loop operation, it might tend to create less dispatching problems than a stub-end terminal.) The newest streetcar shoo-fly on Market Street was opened late in September. It is between First and Fremont and is in the location of the former curb traffic lane.

GOLDEN GATE BRIDGE DISTRICT (GGBD)

SAN FRANCISCO: GGBD, which obtained legislative authority to enter the transit field earlier this year, is slowly moving toward use of this power. It has received reports urging it to create a new modern bus system for Marin County, using either the Golden Gate Bridge or perhaps a system of high-speed ferries.

The Bridge District must now find a management for the proposed bus system, and in this connection the MARIN COUNTY TRANSIT DISTRICT has already had exploratory talks with the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT concerning ACT's abilities or desire to expand into Marin County. GREYHOUND LINES - WEST wants to withdraw completely from the Marin commute picture.

The San Francisco Board of Supervisors has opposed any Marin transit plan which would increase the number of buses coming into The City from the north; instead, the Board favors establishment of high speed ferries from Sausalito. For the long range, the GGBD has been instructed to propose to the Legislature a rapid transit plan using either trains or buses running on private rights-of-way.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Coach 680 (GMC T6H5305/245) was delivered to Emeryville Division on August 29 after being held in Reno, Nevada, for tests by Lear Motors Co. of Reno, one of the steam plant manufacturers who is slated to supply one version of the steam power plant which will be tested under a $450,000 DOT grant. The 680 arrived with a factory-installed diesel and went into service almost immediately.

A total of two ACCTD and two SFMRy coaches will get steam power plants in

CALIFORNIA--ACCTD (CONTINUED)

the experiment. General Steam Corp. of Newport Beach, Steam Power Systems Inc of San Diego, William Brobeck and Associates of Berkeley, and Lear are the four firms that will participate.

The following GMC TDH-4507 coaches were sold: 1731, 1737, 1743, 1749, 1775, 1784, 1801, 1806, 1810, 1822, 1844, 1849, 1864, 1869, 1872 and 1873. Coast Used Cars of Oakland was the successful bidder for a total of $15,200. A few of the buses have been resold and four of them have been parked in the storage area used by GUITON CHARTER LINES.

Following is a current listing of coaches assigned by divisions:

Division 2--EMERYVILLE

Coach Numbers	Quantity	Model	
100-122	23	SDH-4501	
175-177	3	SDM-4501	
300-339	40	TDH-5304	
500-540	41	TDH-5301	
666-680	15	T6H-5305	
757-799	43	TDH-4519	Total New Look 165
1720-1799*	69	TDH-4507	
1856-1874*	14	TDH-4507	
2100-2120	21	TDH-4801	Total other 104
			Division total 269

Division 3--RICHMOND

149-156	8	SDH-4501	
178	1	SDM-4501	
435-449	15	TDH-4516	
604-624	21	TDH-5301	
625	1	TDH-5303	
626-635	10	T6H-5305	
700-712	13	TDH-4517	
720-726	7	TDH-4517	Total New Look 76
1700-1718*	16	TDH-4507	
1900-1924	25	TDH-4509	
2042-2049	8	TDH-5103	Total other 49
			Division total 125

Division 4--SEMINARY

123-148	26	SDH-4501	
179	1	SDM-4501	
340-364	25	TDH-5304	
400-434	35	TDH-4516	
541-603	63	TDH-5301	
636-665	30	T6H-5305	
727-749	23	TDH-4517	
750-756	7	TDH-4519	
800-804	5	TDH-4519	
805-809	5	TDH-4521	
XMC-77	1	Super Golden Eagle	
		. . . . .	Total New Look 221
1800-1855*	43	TDH-4507	

CALIFORNIA--ACCTD (CONTINUED)

Division 4--SEMINARY (Continued)

2000-2041	42	TDH-5103	Total other 85
			Division total 306
			GRAND TOTAL 700

*Following coaches not in service: 1713, 1714, 1716, 1719, 1731, 1736, 1737, 1740, 1743, 1749, 1770, 1775, 1784, 1787, 1798, 1801, 1803, 1806, 1807, 1810, 1816, 1821, 1822, 1832, 1844, 1845, 1849, 1850, 1862, 1864, 1869, 1872, 1873. Coach 1212--storage at Division 2. Coach 1203--storage at Division 4.

Coach 447 went back into service on August 7 after being in the shops at Division 3 since December, 1968.

A new operator's signup went into effect on September 7, 8 and 13. The following service changes went into effect:

Route E-X--SAN FRANCISCO-CLAREMONT: Express service operates from Domingo Ave. terminal via Claremont Ave., Hudson St. on-ramp, new Grove-Shafter Freeway, to MacArthur Freeway to SFEBT.

Route F--SAN FRANCISCO-BERKELEY: Special express service from SFEBT to University of California at Sather Gate, stops only at Bancroft & College, Bowditch and at Telegraph Ave. Service from SFEBT via Bay Bridge, MacArthur Freeway, Grove-Shafter Freeway, 51st St. off-ramp, 51st, Telegraph, Durant, College, Bancroft to Telegraph. Headsigns do not carry route designation but just SATHER GATE LIMITED printed in gold on a blue background.

Route 15A--BERKELEY-COOLIDGE AVE.: Weekdays when schools not in session, two AM and five PM trips formerly terminating at Skyline Blvd. and Redwood Road are extended to Brookpark & Skyline Blvd. On school days, these trips operate to Skyline High School.

Route 32/81--OAKLAND-SAN LORENZO-HAYWARD: Moreau High School service, AM Route 81A/32 trip changed to Route 81/32 via Washington Manor. In PM one Route 32/81 trip via Washington Manor to East 14th St. and Juana added.

Route 33--OAKLAND-BERKELEY EXPRESS: Weekday service rerouted via Grove-Shafter Freeway between 27th and 51st & Grove Streets in both directions.

Route 33A--OAKLAND-BERKELEY EXPRESS: Weekday AM trip added, leaving Versailles & Lincoln at 8:01AM to 14th & Franklin at 8:24AM. Also PM trip arriving 14th & Broadway at 6:05PM extended to Versailles & Lincoln at 6:28PM.

Route 40--OAKLAND-EAST OAKLAND-SAN LEANDRO: Service to and from San Leandro Hospital rerouted via Grand Ave. and overpass. Service on Benedict between Estudillo & Grand Ave. discontinued.

Route 42--ALAMEDA-PIEDMONT: One PM trip leaving Naval Annex Gate at 4:38PM to downtown Oakland added.

Route 56A--SEMINARY AVE.: Schooldays, one trip added leaving Grass Valley School at Dunkirk & Golf Links Rd. at 2:13PM to 90th & E. 14th St.

Route 57C--MACARTHUR BLVD.: Route changed to operate on 75th Ave. between Spencer & San Leandro St. in both directions instead of 77th Ave. On weekdays only, three AM and four PM trips extended to Edgewater & Hassler Sts., and returning via Edgewater, Pendleton, Leet to Hegenberger Rd., to cover the industrial park area of Port of Oakland.

Route 91--CASTRO VALLEY-HAYWARD: School days, special school service from the Crest Ave. area to Castro Valley High School extended to Canyon High

CALIFORNIA--ACCTD (CONTINUED)

School at Cull Canyon & Heyer. One AM and one PM trip added.
Route 93A--SOUTHGATE-HAYWARD-SAN LORENZO: weekdays, one additional trip leaving Kaiser Hospital added at 5:30PM, to 150th & Foothill Blvd.

Special school service in Hayward and to San Francisco will continue this year but school service in Oakland has been discontinued. Oakland school service will be operated instead by BAY CITIES CHARTER SERVICE. The San Francisco school service requires 28 coaches; eight more were added this year.

AC Transit will apply for a federal grant of $2 million to acquire 41 articulated buses carrying more than 70 passengers each. ACT General Manager Alan L. Bingham said the $3 million program will start with construction of a prototype bus to be used under varying traffic conditions. Three years of testing with ACT's Super Golden Eagle "Freeway Train" has given assurance that the units can carry more riders at lest cost per passenger, Bingham said.

SIERRA LINES (SL)

LAFAYETTE: SL has acquired three coaches from COUNTY TRANSIT LINES of Concord (See Equipment Report). Sierra also had a new PD4104, serial 4787, which is numbered 450 rhather than 477 as reported. Coach 310, one of the ex-CTL vehicles, is at present half-painted in the CTL paint scheme and half in primer color. Its introduction to SL service began on a rather unlucky note -- on September 17 it was stolen while on a charter.

The theft occurred when 310 was transporting some 35 fans to theOakland Coliseum for a Raiders game. During the game, the bus was stolen from the parking lot and the fans wound up going home in seven taxicabs. Two days later the coach was found parked between warehouses at the Oakland Airport. The personal belongings of the passengers were left untouched by the thief -- even the bar receipts were ignored! But the bus itself had been damaged in a collision of some sort; the aluminum skirting on both sides of the coach was badly torn.

COUNTY TRANSIT LINES (CTL)

CONCORD: CTL, a privately-owned transit and charter carrier which started in business on March 2, 1967, suspended the majority of its operations during August. Operations on all transit routes with the exeeption of Line 5--ROSSMOOR-WALNUT CREEK-SUN VALLEY-MARTINEZ (operated under contract to Rossmoor Leisure World) were to have ceased operation on August 2, but a PUC restraining order was served which continued service for an additional week. CTL's Class A charter permit was sold to R. F. Twining.

UTB Member and CTL Owner Gene Boswell said he chose to close out operations while still solvent; the company did not go bankrupt.

CTL started in business with two ex-BAY RAPID TRANSIT GMC TDH3612 coaches and eventually grew to be a 10-bus property. Here, as our Roster of the Month, is a complete listing of CTL equipment:

Coach Number	Model/Serial Number	Acquired From	Disposition
16	PD4104/4738	WGL, 1967	Metro Transit, Ogden 7/12/69

CALIFORNIA--CTL (CONTINUED)

Coach Number	Model/Serial Number	Acquired From	Disposition
17	PD4104/3258	WGL, 1968	Metro Transit, Ogden 7/12/69
26	SDH4502/014	Rossmoor, 1967	Sierra Lines 7/25/69
90	TDH3612/1900	Bay Rapid Transit, 1967	Sierra Lines 7/25/69
91	TDH3612/1901	Bay Rapid Transit, 1967	Sierra Lines 7/25/69
101	TDH3501/776	New, 1967	In service
102	TDH3501/777	New, 1967	In service
103	TDH3501/778	New, 1967	In service
104	TDH3501/1047	New, 1968	In service
105	TDH3501/1048	New, 1968	In service

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: After more than a year and a half of operation with four new air-conditioned GMC TDH-3501 buses, patronage has increased by 28 per cent. Prior to January MMBS, owned by Willis Kleinenbroich, operated Fort Transit buses over four loop routes; the system had shown a loss for the preceeding 11 years.

The new buses were purchased by the city of Modesto under a federal grant and are leased at a nominal fee for MMBS use. Under terms of the operational contract, any profits accruing from the system up to $10,000 per year go to Kleinenbroich as salary; the remainder goes into the city's bus replacement fund. During 1968, a total of $11,331 was earned, with $1,331 going into the equipment fund.

A R I Z O N A

TUCSON TRANSIT CORP. (TTC)

TUCSON: Transit service in the city of Tucson, Arizona's second largest city, was just about on the rocks a few months ago. But service has been assured for at least another year with the awarding to TTC of a one-year service contract by the Tucson City Council.

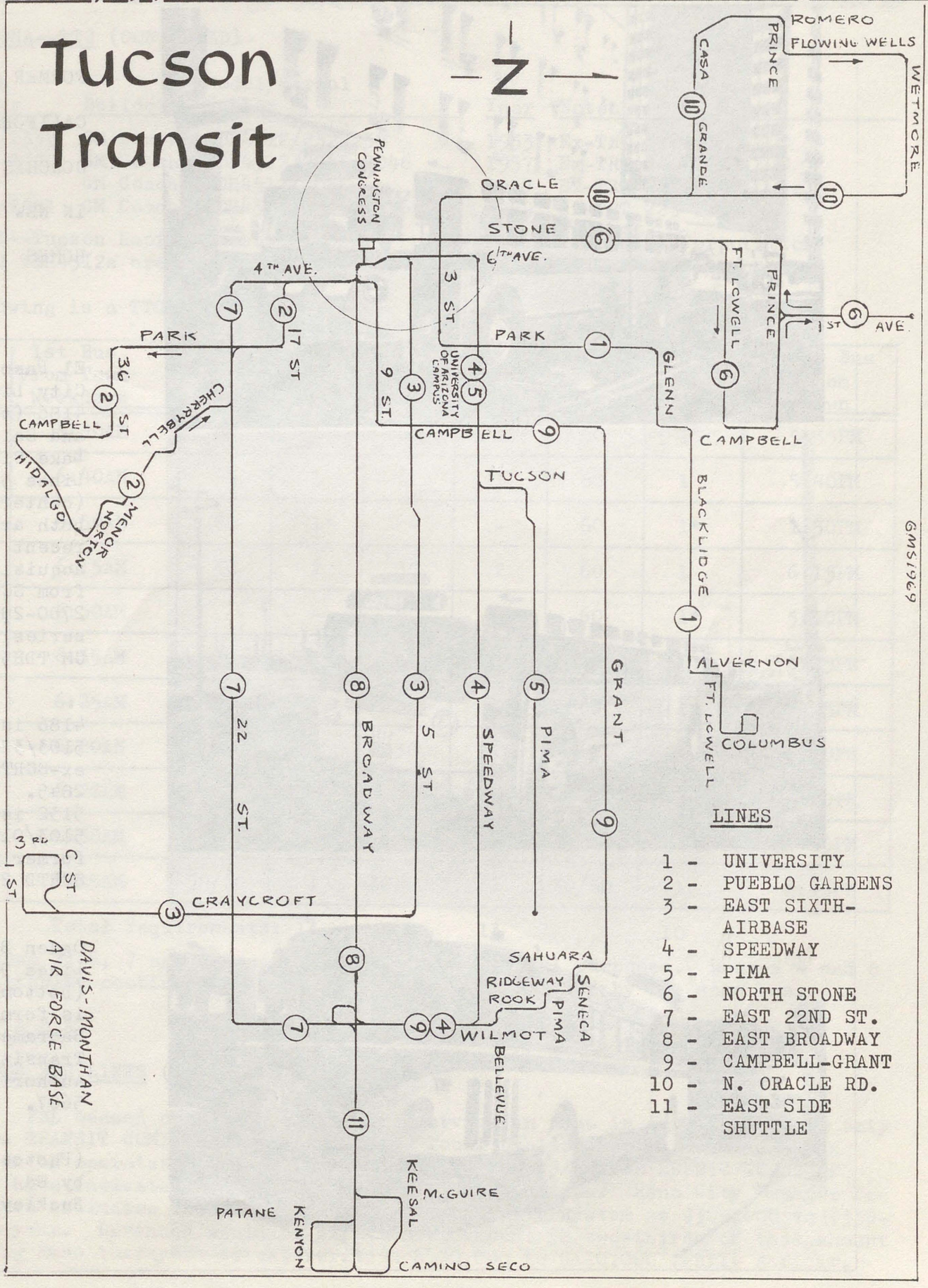
Under the agreement, the city will purchase 33 buses from TTC (a subsidiary of AMERICAN TRANSIT CORP.) for $265,000 and the firm will receive either eight per cent of the gross revenue or $37,000, whichever is greater. As a step toward revitalizing the service, TTC on September 15 instituted a new route, Line 11--EASTSIDE SHUTTLE, and doubled service frequency (from hourly to half-hourly) on three routes: 4--SPEEDWAY, 8-BROADWAY and 10--NORTH ORACLE ROAD.

Following is a TTC Roster:

Coach Number	Builder	Model/Serial Numbers	Year	Notes
229-235	GM Coach	TDH4512/292-298	1953	Ex-PTC, Air Conditioned
800	GM Coach	TDH3610/957	1947	Ex-PTC
2184-2189	GM Coach	TDH4509/1792-1797	1951	Ex-TRT 201-206
2285-2287	GM Coach	TDH4509/2104-2106	1952	Ex-TRT 207-209
2288-2293	GM Coach	TDH4509/2252-2257	1953	Ex-TRT 210-215

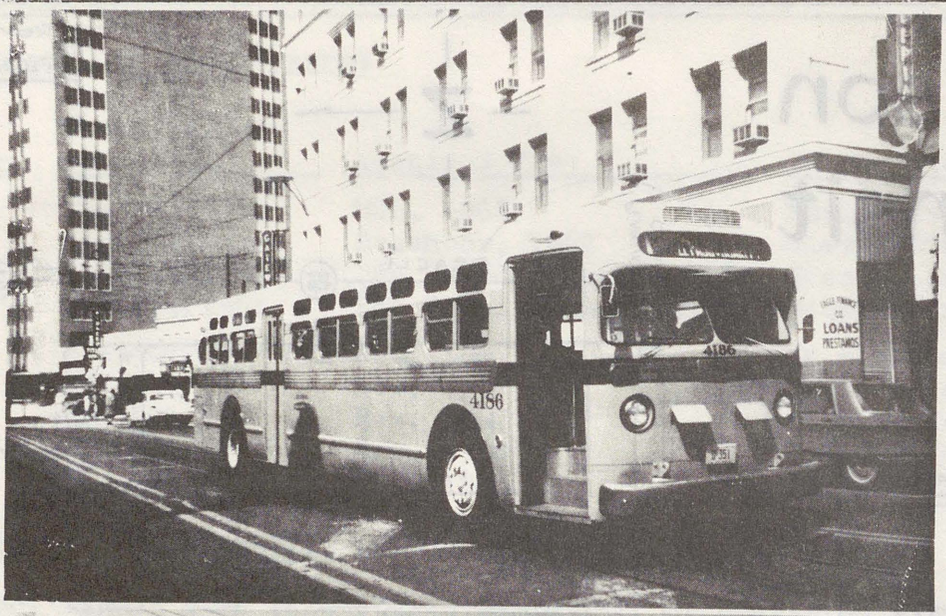
(Roster Continued on Page 17)

Tucson Transit



LINES

1 - UNIVERSITY
2 - PUEBLO GARDENS
3 - EAST SIXTH-AIRBASE
4 - SPEEDWAY
5 - PIMA
6 - NORTH STONE
7 - EAST 22ND ST.
8 - EAST BROADWAY
9 - CAMPBELL-GRANT
10 - N. ORACLE RD.
11 - EAST SIDE SHUTTLE







FORMER CALIFORNIA COACHES IN NEW HOMES

El Paso City Lines 4186 (top) and Salt Lake City Lines 5132 (center) both are recent acquisitions from SCRTD's 2700-2800 series of GM TDH5103s.

4186 is TDH 5103/322, ex-SCRTD 2845. The 5132 is TDH 5103/018, formerly SCRTD 2717.

Ogden Bus Lines 97 (bottom) is formerly Sacramento Transit Authority's 5607.

(Photos by Ed Buckley)

ARIZONA--TTC (CONTINUED)

Coach Number	Builder	Model/Serial Number	Year	Notes
2336-2338	GM Coach	TDH4512/232-234	1953	Ex-TRT 216-218, A-C
2769-2770	GM Coach	TDH4512/2045-2046	1957	Ex-TRT 220-221, A-C
2771	GM Coach	TDH4512/2056	1957	Ex-TRT 222, A-C
2979-2981	GM Coach	TDH4512/3044-3046	1959	Ex-TRT 223-225, A-C

TRT--Tucson Rapid Transit Company PTC--Phoenix Transit Corporation
All TDH4512s are air-conditioned with roof-mounted Thermo-King units.

Following is a TTC Service Table:

LINE	1st Bus From Town Weekdays	Monday-Friday				Saturday		Last Bus From Town
		Base		Rush				
		Hdwy	Req	Hdwy	Req	Hdwy	Req	
1	6:30AM	60	1	60	1	60	1	5:35PM
2	6:40AM	60	1	60	1	60	1	5:40PM
3	9:50AM	60	1*	-	-	60	1*	1:50PM
4	6:15AM	30	2	30	2	60	1	6:15PM
5	6:50AM	-	-	60	1*	60	1*	5:50PM
6	6:35AM	60	1	60	1	60	1	6:15PM
7	6:25AM	60	1	60	1	60	1	6:25PM
8	6:20AM	30	2	30	2	60	1	6:20PM
9	6:20AM	60	1	60	1	60	1	6:20PM
10	6:30AM	30	2	30	2	60	1	6:15PM
11	6:15AM	30/60	1	30/60	1	30/60	1	6:45PM
	Total requirements:		13		13		10	

Routes 2, 6, 7 and 9 are combined for operational purposes. Routes 4 and 8 are likewise combined. *--Routes 3 and 5 are serviced by the same bus.

N E V A D A

PIONEER BUS LINES (PBL)

RENO: PBL ceased operation of transit service in Reno in August, leaving only NEVADA TRANSIT COMPANY as the remaining local public transportation. Both NTC, which operates between Reno and Sparks, and GRAY LINE SCENIC TOURS of Reno, have indicated an interest in city bus operation. Reno City Manager Joe Latimore estimates the cost of operating a transit system at $300,000 to $350-000 a year. Revenues would be expected to amount fo two-thirds of this amount leaving Reno taxpayers to underwrite a $100,000 to $120,000 yearly deficit.

NEVADA (CONTINUED)

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: LVTS has expanded the service areas of Line 8--GOLF RIDGE and 9--VEGAS HEIGHTS and changed Line 9 from a one-bus, 40-minute headway to 2 buses every half hour. Line 10--UNIVERSITY now operates hourly on Sundays between 11:15AM and 6:15PM. Previously, this line operated only six days a week. Three round trips have been added to Line 6--LAS VEGAS BLVD. SOUTH-STRIP, leaving downtown at 3:15AM, 4:00AM and 4:45AM, providing complete owl service on this route. Previously, the last trip left at 2:45AM.

C O L O R A D O

PUBLIC SERVICE CO. OF COLORADO (PSof C)

BOULDER: Voters will decide December 9 on a new 20-year franchise with PSofC which includes a mandate for the company to continue operation of the city bus system, but with the city sharing in the loses.

W A S H I N G T O N

EVERETT TRANSIT SYSTEM (ETS)

EVERETT: An election will be held November 4 to enable city residents to decide whether they want to take over ETS, which has wanted to discontinue operations. City officials have pledged that if the vote is affirmative, the city plans to raise drivers' wages, institute Sunday service, make additions to major routes and perhaps purchase new equipment.

T E X A S

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: A 14-day strike of SATS employes ended September 15 and the buses returned to the streets. Drivers won increases in wages from $2.78 an hour to $3 hourly staged over a 15-month period, increased vacations and improved work schedules. The new pact will expire August 1, 1971.

CONTINENTAL DIXIE LINES (CDL)

DALLAS: CDL has converted four more Kassborher Silver Eagles (12705-12708, Kass SE/27847,27849,27840,27841) into 30-seat package/express buses. The company presently has DALLAS-SHREVEPORT and DALLAS-LITTLE ROCK package express pools and these additional coaches will permit establishment of more such pools.

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: On June 29, SLCL placed into effect the service reductions it had sought from the city (WT 6/69). Sunday service was completely eliminated (7 of the 12 routes had operated on the Sabbath) and Line 19--RIVERTON (four round trips on weekdays) was abandoned. Other curtailments included cutting Line 7--4TH EAST-UNION down to two AM peak and 2 PM peak trips to

FINANCIAL STATEMENT -- 1968

UNITED TRANSIT BOOSTERS
Income Statement
For the year ended December 31, 1968:

Operating Revenue:		
Dues:		
Regular	$216.00	
Equip. Prv	48.00	$264.00
Excursion		55.93
Publication		
Subscriptions	84.00	
Sale back iss	65.58	149.58
Auctions		15.11
Miscellaneous		1.00
Total Revenue		$485.62
Less--Operating Expenses:		
Office		29.09
Excursions		103.25
Publication		167.93
Total Expenses		300.27
NET INCOME		$185.35

Balance Sheet
December 31, 1968

Assets

Cash:		
In Bank	$162.03	
Equipment Preservation Fund	157.00	$319.03
Accts Receivable		4.17
Sundry Assets:		
Library Acquisitions		44.00
Fixed Assets:		
Preserved Transit Equipment (GCL 8608)		436.15
Total assets		$803.35

Liabilities and Net Worth

Liabilities		-0-
Net Worth		
Retained Earnings	377.08	
Paid-in surplus	426.27	
TOTAL LIABILITIES AND NET WORTH		$803.35

* * * * * * * * * * * * * *

UTAH--SLCL (CONTINUED)

Union instead of the previous seven trips spaced throughout the day; the 15TH EAST and 17TH EAST branches of Line 1 were combined into a loop and the POPLAR GROVE and SOUTH 8TH WEST branches of Line 10 also were combined. On both routes an outbound bus on one leg returns inbound on the other leg.

In addition, Lines 1--15TH EAST-SIXTH & NINTH AVES., 2--STATE CAPITOL, 5-STATE STREET-13TH EAST-19TH EAST and 16--HOLLADAY were rerouted off State Street and onto Main Street in the downtown area. Now all SLCL buses travel through the business district on the same street, giving transfer passengers more convenient connections.

LAKE SHORE MOTOR COACH LINES (LSMCL)

SALT LAKE CITY: LSMCL has adopted a new paint scheme of a basic white with an orange belt rail outlined by a thin blue strip, with orange below the rub rail. This livery is similar to the final SAN DIEGO TRANSIT SYSTEM scheme of turquoise and white, as to design. The carrier has issued a new timetable which eliminates three short through round trips on its SALT LAKE CITY-OGDEN route Monday through Friday and a reduction from six to four round trips on Sundays.

The intercity route now operates into downtown Salt Lake City all day, every day, instead of only selected trips Monday through Saturday. The downtown routing is via South Temple, Main to 4th South, looping via Fourth South, West Temple, Fifth South and Main. Certain peak hour trips bypass the Greyhound Depot, whereas before all schedules either originated there or passed through enroute.

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				
Fresno Transit	7001-7019	Flxible	111-CC-D51/54045-54063	
Utah Parks Co.	87-88	Crown		Parlor;slant windows
Metro Tran(Seattle)	1820-1821	GM Coach	S8M5303A/068-069	Addn'l info
GLOLA	5301-5303	GM Coach	S8M5303A-153,154,-	Glass roofs
Pacific Scenic	107	GM Coach	PD4903/310	53 seats
San Diego-Mammoth	2404,2406	GM Coach	PD4903/-,352	47 seat, restroom
Contn'l Dixie Lines	12507,12511	Bus & Car	05SE/7719,7717	Dallas-KC pool
Denver-Colo Sprs-Pueblo Motorway	18304	Bus & Car	05GE/7791	Denver-Pueblo 5*
Midwest Buslines	19502-19505	Bus & Car	05SE/7629-7632	Houston-Chicago
	19506-19507	Bus & Car	05SE/7737,7742	Pool
The Town Tour	--	Minibus	MB25-1D-SPL524	Club coach
Pacific Scenic	3944	Ninibus		At least 29 seats
Anchor Bus Lines	88	Flxible	Flxliner/	44 seat, restroom
SLATCo	217	GM Coach	PD4107/1240	45 seats
USED BUSES				
Peerless Stages	280	Yellow	TD4505/574	Ex-Franciscan Lines
	281	GM Coach	TD4506/	Ex-U. S. Navy
	282	GM Coach	PDA4101/	Ex-Eastshore
Anchor Bus Lines	66	GM Coach	PD3703/374	
Sierra Lines	301	GM Coach	SDH4502/014	Ex-CTL 26
	--	GM Coach	TDH3612/1900-1901	Ex-CTL 90-91
Studio Transp Inc	216-217	GM Coach	PD4104/3845-3846	Ex-Intermountain
	105	GM Coach	PD4501/955	Ex-WGL 8052
Pacific Scenic	102	GM Coach	PD4106/1063	Correction
San Diego Transit	1001	GM Coach	PD4106/1065	Correction
U.S.Dept Immigration	7113	GM Coach	PD4103/	Jail bus, ex-WGL
San Diego-Mammoth Ski	1202-1203	GM Coach	PD4104/1072,2823	Ex-EGL4174,WGL8555
Greyhound Lines West	9660-9664	GM Coach	PD4501/729-733	Ex-CGL 1460-1464
	9665	GM Coach	PD4501/734	Ex-CGL 1465
	9666-9667	GM Coach	PD4501/735-736	Ex-CGL 1466-1467
	9668-9670	GM Coach	PD4501/778-780	Ex-CGL 1468-1470
Butte Bus Lines	612	GM Coach	TDH4512/1672	Ex-SMMBL 4520
Community Charter Bus System	4506	GM Coach	PD4104/911	Ex-EGL
	4505	GM Coach	PD4106/113	Ex-EGL 3387
	127	GM Coach	PD4106/	Ex-PSL 127?
DISPOSITIONS				
Peerless Stages	252	Yellow	PDG4101/024	to non-transit use
Douglas Bus Lines	45	Mack	C45GT/2712	
Butte Bus Lines	604,605	GM Coach	TD4001/054;TG4006/139	
	802	GM Coach	PD4151/295	
	5613	GM Coach	TD3609/144	Scrapped
	5614	GM Coach	TDH3610/1282	Scrapped