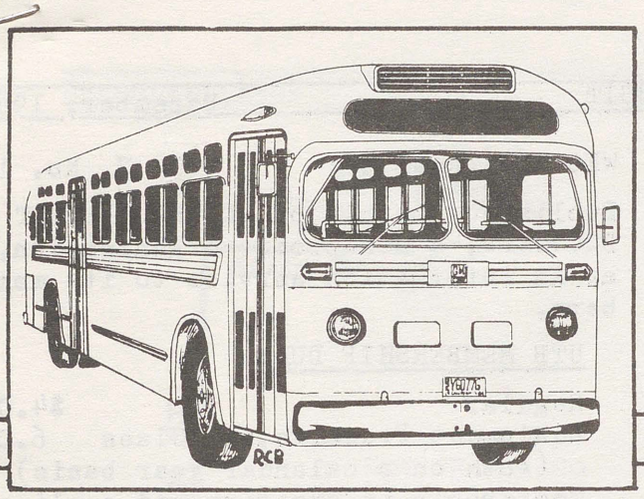


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 12 December, 1969 Twelve Pages

C A L I F O R N I A

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: A new plan for modernizing the Municipal Railway, slightly smaller in scope than one discussed earlier this year, probably will be submitted to the voters next June. Muni planners are recommending a $46 million bond issue which would provide the funds for new rails and roadbed for all five streetcar lines, modernization of the Forest Hill station of the Twin Peaks line, construction of a new car barn and shops on the site now occupied by the Elkton Shops and Ocean bus division, a new subway station at Sloat Blvd., a new central bus repair shop and various cable car projects.

The earlier modernization plan, put forth last Spring, called for construction of a new streetcar storage facility beneath the Great Highway near the end of the N--JUDAH car line. However, neighborhood opposition caused this idea to be abandoned.



THE OLD AND NEW IN FRESNO

One of the new Flxible 111-CC-D51 coaches acquired by FRESNO TRANSIT suns itself in the yards prior to going into revenue service. General Motors TDH-3610 #4701 (on the right) was made surplus by arrival of the new equipment. (Squier photo)

Club News

MEETING NOTICE

January Regular Meeting:

Date: January 11, 1970
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

February Regular Meeting:

Date: February 8, 1970 (time and place as above.)

o o o o

1970 Dues Now Payable

A reminder: all memberships and subscriptions for 1970 are now due and payable. The December, 1969, issue of Western Transit (this issue) is the last one that will be sent to those persons who do not renew. A dues/subscription form was included with last month's Western Transit for your convenience.

Effective with the change in name of the organization to Western Transit Society in January, 1970, issuance of membership cards will be discontinued. It was felt that even this small economy would be desirable in the face of the major increase in the cost of publishing Western Transit. Paid-up members will, of course, be carried on the rolls and be entitled to all rights and privileges of membership, including receipt of the monthly publication and Special publications.

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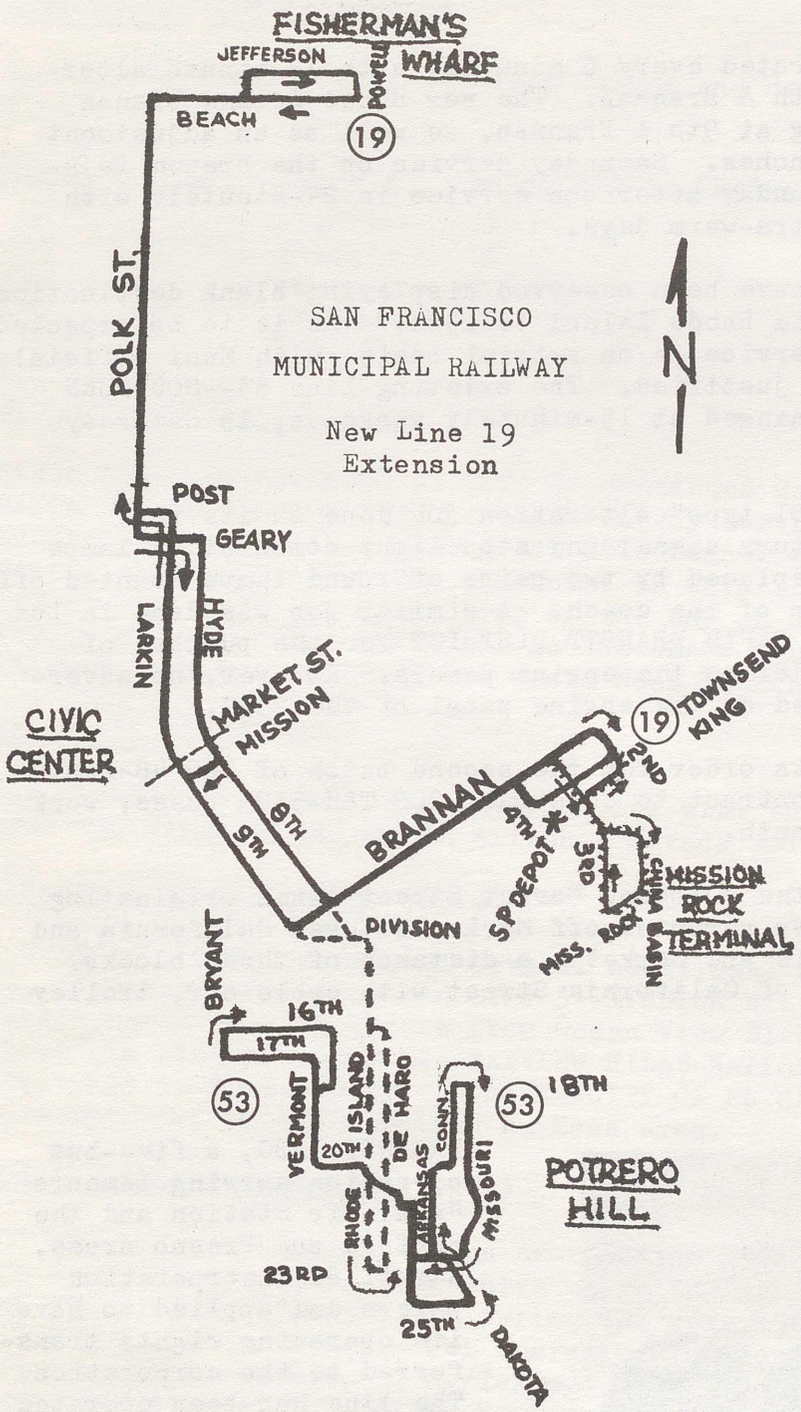
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Lazear Isreal--

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

CALIFORNIA--SFMRy (CONTINUED)

Instead, Muni now proposes to build the new rail facility across the street from the present Geneva Carhouse. The new shops also would be adjacent to the Balboa Park Station of BARTD, and Muni's new plan calls for extending the K--INGLESIDE car line from its present terminal at Ocean Ave. & Phelan (City College) to the Balboa



--John Pappas

CALIFORNIA--SFMRy (CONTINUED)

Park BARTD station. No new trackage is involved, since the extension is presently in use by pull-outs and pull-ins from Geneva Carhouse.

Also contemplated under the new plan is a 10-block track connection along the Great Highway between the N--JUDAH and the L-TARAVAL car lines, to eliminate thousands of hours of deadhead time each year.

The cable car projects include construction of three new cable cars, rehabilitation of seven old ones, extension of the 59--POWELL-MASON line to Beach St., new rails and a new alarm system.

In response to requests from Potrero Hill residents for a direct bus service to downtown, Muni instituted a new service effective November 23. Operating as a branch of the 19--POLK line, the new route diverges from the main line at 8th & Brannan, whence it operates via 8th, Division, Rhode Island to 23rd. The terminal is located on 23rd, after making a left turn from Rhode Island. Returning, coaches operate via 23rd, De Haro, 16th, Rhode Island, Division, 9th and regular 19 route to Beach & Powell.

Service is offered seven days a week with first and last trips departing 23rd & Rhode Island at 5:50AM and 1:30AM respectively. Except for peak periods and warm and extra-warm Sundays every other #19 goes to 23rd & Rhode Island. The other half of the mainline service goes to 2nd & Townsend on weekdays until 5:55PM. After that time and all weekend, these trips terminate at 9ty & Mission. Effective with the route change was a slight reduction in week-

CALIFORNIA--SFMRy (CONTINUED)

day service. Formerly Line 19 operated every 6 minutes, with 12 minute alternate trips to 2nd & Townsend and 9th & Brannan. The new Rhode Island branch brought an end to trips terminating at 9th & Brannan, as well as an adjustment to a 7½ minute base, 15 on the branches. Saturday service on the branch is 24-minutely day and 30 night, while Sunday afternoon service is 24-minutely with slight improvements on warm and extra-warm days.

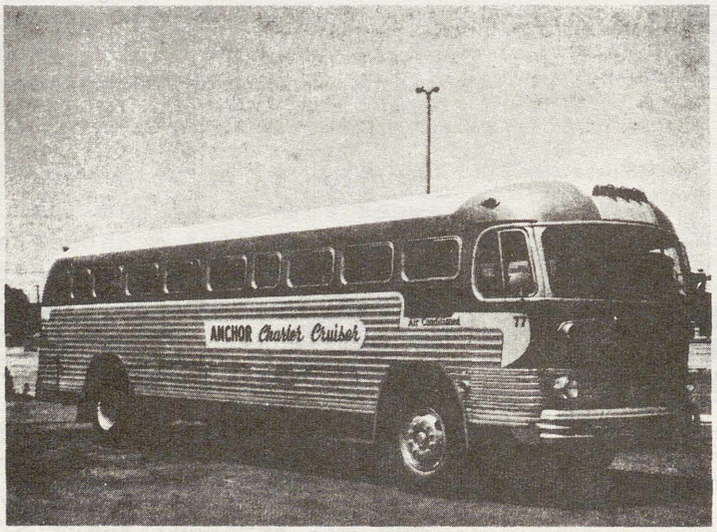
Coaches scheduled to Rhode Island have been observed displaying blank destination curtains and dash signs reading "via Rhode Island to 23rd." As is to be expected the essentially supplemental new service is on a trial basis, with Muni officials anxious to ascertain whether it is justified. The existing Line 53--SOUTHERN HEIGHTS feeder service remains unchanged at 15-minutely weekdays, 15 Saturdays and 30 on Sundays.

Mack bus 2337 has had an "SCRTD 4801 type" alteration job done on its rear lights. The former "large arrow" turn signal and stop light combination lamps mounted on the engine cover were replaced by two pairs of round lamps mounted off the engine panel, and on the corner of the coach. A similar job was done in Los Angeles by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT for the purpose of installation of an advertising holder on the engine panels. However, no advertising sign frame has been installed on the engine panel of the 2337.

The Municipal Railway has placed its order for the second batch of 200 48-seat transit buses. GM Coach got the contract to construct 200 T8H-5305 buses; work is to commence on the order this month.

On account of BARTD construction, the outbound Market Street lines originating at the Ferry Building Loop have been rerouted off Market between California and Davis (via Market, California, Davis and Market), a distance of three blocks. Thus, there is a two-block section of California Street with cable car, trolley coach and diesel bus operation.

ANCHOR BUS COMPANY, INC. (ABC)



ANCHOR BUS CO. #77 (Squire Photo)

FRESNO: ABC, a five-bus operation serving Lemoore Naval Air Station and the Hanford and Fresno areas, has filed incorporation papers and applied to have its operating rights transferred to the corporation. The line has been operated by Jack and Doyle Sims and Edwin Ferguson as a partnership.

In addition to a charter permit, ABC has operating rights between Lemoore NAS and Fresno, Lemoore and Fresno, and Lemoore-Armona -Hanford-Fresno, except that ABC is not permitted

CALIFORNIA--ABC (CONTINUED)

to provide local service between Fresno and Hanford. Here is a roster of ABC's fleet:

Coach Numbers	Builder	Model/Serial Number	Notes
44	Flxible	FX	New, Lic. X88150
55	Flxible	FX	New, Lic. W64689
66	GM Coach	PD3703/374	Ex.-?, Lic. X14989
77	GM Coach	PD4103/1057	Ex-Transp. Services 5243
88	Flxible	Flxliner/	New, Lic. Y40864

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: On November 1, SCTC discontinued Saturday service on the EL MODENA-SANTA ANA-HUNTINGTON BEACH route. Sunday service was eliminated on the SANTA ANA-BALBOA route, thus ending all SCTC Sunday operations. At the same time, Monday through Friday base schedules on this route were trimmed from hourly to 120-minutely and the first trip of the day on Saturday was dropped. The UC-Irvine branch of the SANTA ANA-LAGUNA BEACH route was eliminated but one additional trip was added on the Costa Mesa branch of the route.

AZTEC BUS LINES (ABL)

SAN DIEGO: Aztec has filed application with the ICC for charter operations from San Diego to points in Arizona, Mevada and Utah.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC instituted several additional changes on September 15 (WT 10/69, et. seq.) All trips on Line 3--MISSION HILLS-OCEAN VIEW BLVD. were extended north on 47th Street from Ocean View Blvd. to Franklin, a distance of about six blocks. Line 12--BAYVIEW HILLS-NATIONAL CITY had its hourly headway stretched to 75-minutely. Line E--CITY OF EL CAJON and F--LEMON GROVE-LA MESA were rerouted in the downtown La Mesa area.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL recently was awarded the 1968 National Trailways Safety Award for Group II operators (companies operating more than 5 million miles yearly). CWL traveled 8,427,615 miles during the year 1968 with an average of 210,690 miles between accidents. CWL operates from San Francisco south to Los Angeles and east to Tucumcari, N. M./Texhoma, Tex., and between Taos, N. M., and El Paso. Additional CWL Golden Eagles have been transformed into 40-seat Silver Eagles. Involved are 14311 (B&C GE/6350), 14915 (B&C GE/6491) and 14917 (B&C GE/6493).

GREYHOUND LINES - WEST (GLW)

SAN FRANCISCO: On December 3, GLW raised fares by 8.75 per cent; involved were one way, round trip and 20-ride commute book fares. Minimum one-way fare is now 40 cents. Marin County commute fare zones were revised by GLW to place fare zone boundaries away from stations and bus stops to eliminate conflicts over fares from points now located in two fare zones.

CALIFORNIA (CONTINUED)

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL has extended Line 1--WHITTIER BLVD. east from Whittier and Orange to Whittier and Lexington Road. Last month's story on MMBL (page five) erro neously stated that the system had acquired two new air-conditioned buses. The number of new coaches is 10. (The total was carried correctly in last month's Equipment Report section.)

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: A Monday through Friday extension of Line O--LEISURE WORLD-LOS ALTOS has been instituted to provide service to El Dorado Estates in the northeastern most corner of Long Beach. The extension is routed via 7th St., Bellflower Blvd., Los Coyotes Diagonal, Marlow Road to a turnaround near Marlow and Norwalk Blvd.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: This seaside suburb of Los Angeles joined the ranks of Exact Fare cities on November 23. Operators no longer carry cash or tokens, but tokens are available at banks and commercial outlets. Refund coupons for amounts up to $5 are available from bus operators.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA has been awarded second place in the Transit Division of the 38th National Fleet Safety Contest conducted by the National Safety Council. From July 1, 1968 through June 30, 1969, STA operated at a rate of 37.6 accidents per 1 million miles, compared to 57 accidents per 1 million miles for comparable systems.

Line 30--AMERICAN RIVER COLLEGE was discontinued with the closing of schools last June. At the end, service was down to three round trips Monday through Friday. STA is awaiting delivery of three GMC S6H-4503 coaches and two Minibus "trams" for service on the new K Street Mall.

M & M CHARTER LINES/CALIFORNIA SIGHTSEEING TOURS

LOS ANGELES: M&M and CST, owned by EDUCATIONAL AND RECREATIONAL SERVICES, INC. are the last EARSI properties to renumber coaches into the two letter/four digit system. Contrary to our understanding (WT 6/69), CST coaches will be prefixed by the letter "C" and M&M buses will have an "M" prefix.

SERVI-CAR OF NORTHERN CALIFORNIA (SCNC)

SAN MATEO: SCNC has taken over the Burlingame Elementary School run of the now defunct SAN MATEO-BURLINGAME TRANSIT CO, which ceased operations on November 26. SMBT had been operating two city routes, A--HILLSDALE-SAN MATEO-BURLINGAME and B--HILLSDALE-SAN MATEO-PARKSIDE-SHOREVIEW as well as Route C--COLLEGE OF SAN MATEO, plus several school contract routes. SBMT began its life on September 6, 1966, taking over from BAYSHORE TRANSIT LINES which, in turn, had taken over from the original SMBT in February 1964. SMBT owner Bernard Calkins also owns GOLDEN GATE CHARTER LINES.

CALIFORNIA (CONTINUED)

ORANGE COAST SIGHTSEEING SERVICE (OCSS)

LOS ANGELES: The Public Utilities Commission has granted OCSS authority to operate tours to NBC studios in Burbank and to Universal City studios from Disneyland and Knott's Berry Farm in Orange County. At the same time, the PUC ordered an investigation to determine whether GRAY LINE TOURS' certificate for that route should be revoked, altered or amended.

Gray Line, the commission said, is picking up passengers at the Orange County attractions, delivering them to the company's Los Angeles terminal without narration on points of interest en route, and transferring them to another bus for the Universal tour, contrary to the authority granted it in 1957. The OCSS service is to be a direct, narrated tour between the Orange County points and the television and motion picture studios. Gray Line has protested the PUC's award of the authority to OCSS.

CHARTER BUS OPERATORS ASSOCIATION OF CALIFORNIA

CBOAOC, an informal organization of carriers holding Class A and B charter certificates, had a meeting on December 3 to organize a new non-profit corporation to promote charter business within the state while protecting the carriers from taxes or laws which the group feels would be detrimental to the charter bus industry. A name for the group, CALIFORNIA CHARTER BUS ASSOCIATION, was also adopted.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of December, 1964)

+It is announced that the City of Albuquerque will take over operations of ALBUQUERQUE BUS CO.

+MONTEBELLO MUNICIPAL BUS LINES receives four new GMC TDH-3501s.

+City sells ONTARIO MUNICIPAL TRANSIT SYSTEM to its bus superintendent.

+PUC orders PASADENA CITY LINES to purchase 15 new transit coaches; 5 a year for three years.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The Exact Fare program is now complete insofar as fare collection is concerned. Divisions 9, 11, 12, 13 and 18 were equipped with the new fare boxes November 23, Division 8 on November 30. Yet to be completed, however, is the central cash counting room. October pass and ticket sales were 34 per cent more than in September.

The District's 1970 budget revealed no surprises. Estimated revenues required total $60,675,500, the increase from prior years being due mainly to higher labor costs. For the first time, of course, fare box revenue will be supplemented with sales tax money. The only major new capital item is 100 new buses, 100 bus radios are also included, along with 39 automobiles and various lesser items.

Handicapped persons with wheelchairs can now travel on RTD buses, except during peak and owl hours. They must be "accompanied by a responsible passenger who is physically able to assist the handicapped person in boarding, seating and alighting from the bus, provided that a seat is available for the handicapped person." Wheelhhairs must be within specified maximum dimensions.

CALIFORNIA--SCRTD (CONTINUED)

The following RTD coaches have been repainted in the District's Chrome Yellow, Champagne Gold and Brown livery since our last report: 5011, 5017, 5024, 5025, 5033, 5041, 5043, 5047, 5059, 5080, 5088, 5089, 5091, 5092, 5093, 5094, 5096, 5850. This makes 71 of the 5000 class repainted; as of mid-summer, only 29 of this class had been Chrome Yellow.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: Drivers and mechanics struck SJCL November 24, demanding a pay raise which the company said it couldn't afford. As the strike continued, chances grew larger for some kind of a public takeover of the operation, which is the largest privately-owned transit system remaining in California.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SACRAMENTO: The cost of public transportation by every mode continues to rise. In addition to the 8.75 per cent rate increase authorized for GREYHOUND LINES - WEST detailed elsewhere in this issue, the PUC this month also granted a 5 per cent increase in statewide rail passenger fares for SOUTHERN PACIFIC, UNION PACIFIC, SANTA FE and WESTERN PACIFIC including Espee's SAN FRANCISCO-SAN JOSE Peninsula commute fares, but excluding the recently raised special coach fares between Los Angeles and the Bay Area. PACIFIC SOUTHWEST AIRLINES was granted a hike on its LOS ANGELES-SAN FRANCISCO corridor from $14.52 to $15.00 one-way. Earlier this year, the other airlines on the route had raised their rates to $15.00 but PSA had Hesitated.

GOLDEN GATE BRIDGE DISTRICT (GGBD)

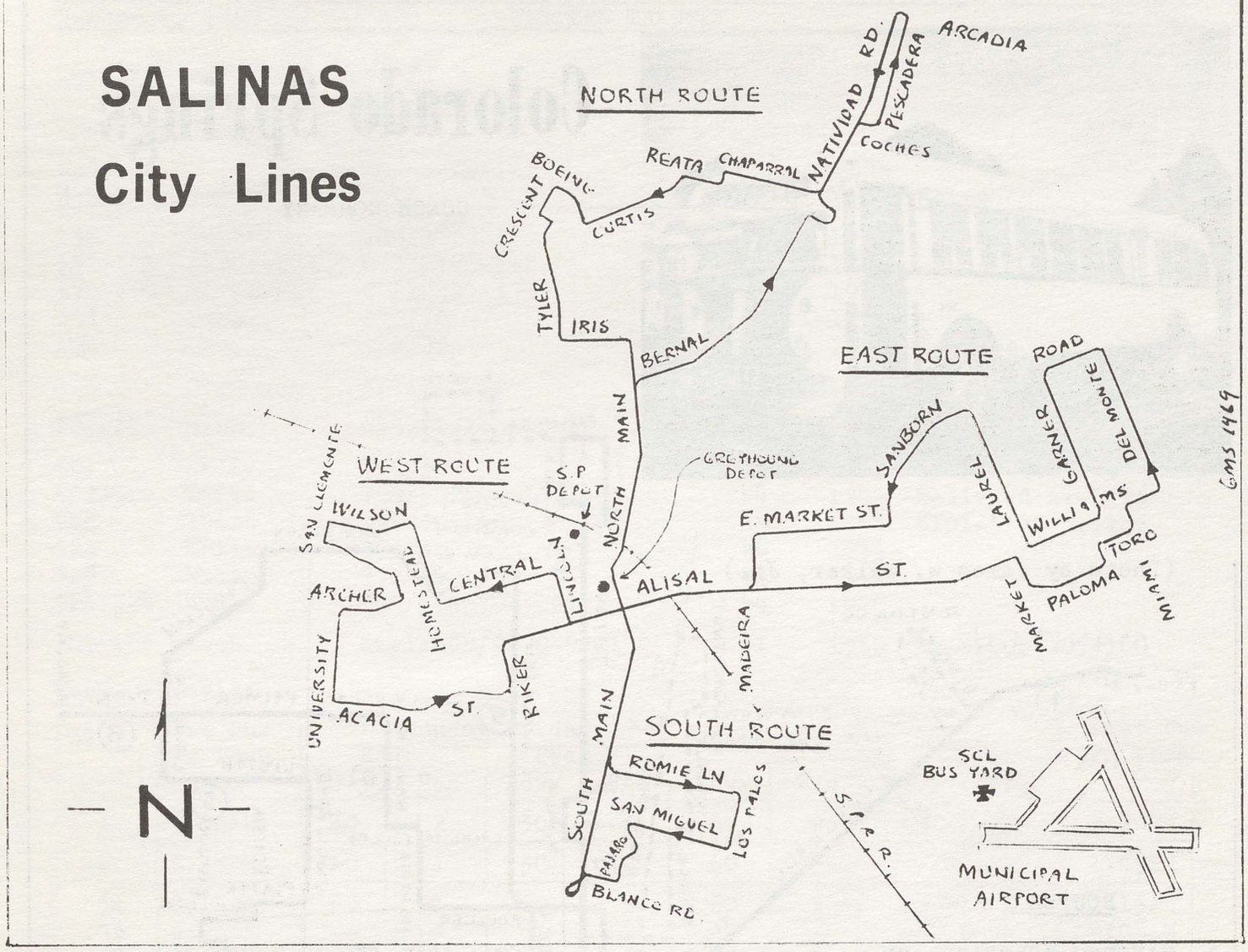
SAN FRANCISCO: GGBD Directors on December 12 raised the price of 25-ticket commuter books from $6.50 to $10 and took concrete steps toward setting up a bus and ferry boat commuter system, but denied that the bridge toll raise was for the purpose of financing the future transit system. Included in the raise were higher tolls for GREYHOUND LINES - WEST commute buses, from 13¢ to $1.00.

The directors voted to invite Kaiser Engineers of Oakland to submit a proposal to become the District's transportation consultant, and retained a naval architectual firm to plan a ferry system and to design ferry boats. The officials also called for the design of an insignia and decor for both bus and ferry operations, and agreed to confer with the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT on possible coordination of bus operation and maintenance.

SALINAS CITY LINES (SCL)

SALINAS: SCL, owned and operated by BAY RAPID TRANSIT COMPANY, the local operator in Monterey, began operations in November, 1968 taking over from the former SALINAS TRANSIT SYSTEM which had been losing $75,000 a year. SCL continues under a subsidy originally awarded to STS with routes and schedules unchanged from theirs.

There are four routes (two through routes), each operating hourly using two buses. Fare is 25 cents with free transfer privileges. Operationally, the buses line up at Alisal and Main streets with the NORTH and EAST routes meeting on the hour, and the SOUTH and WEST routes converging 35 minutes after the



CALIFORNIA--SCL (CONTINUED)

hour between 7:00AM and 6:30PM Monday through Saturday. Here is the SCL roster:

Coach Number	Builder	Model/Serial Number	Notes
201	GM Coach	TDH4509/2136	Ex-SDTS 829
202	GM Coach	TDH4509/2144	Ex-SDTS 837
203	GM Coach	TDH4509/	Ex-SDTS ?

C O L O R A D O

COLORADO SPRINGS COACH CO. (CSCC)

COLORADO SPRINGS: This month's feature covers the last White stronghold of the West, now that the big White fleet of the SAN FRANCISCO MUNICIPAL RAILWAY is rusting in peace. CSCC also operates a group of Macks and ACF-Brills and, in fact, there is only one General Motors on the property--a parlor job!

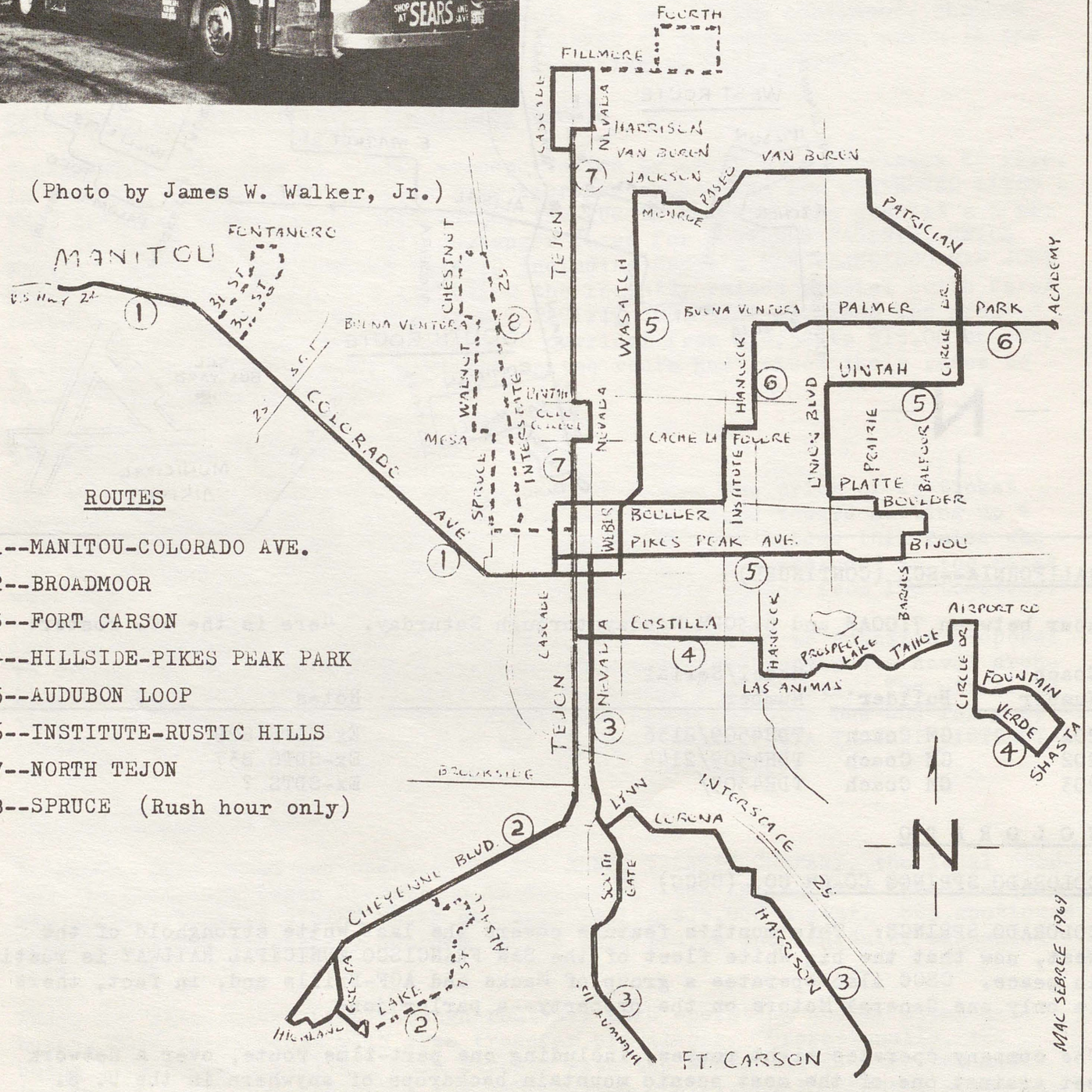
The company operates eight routes, including one part-time route, over a network set against one of the most scenic mountain backdrops of anywhere in the U. S.



(Photo by James W. Walker, Jr.)

Colorado Springs

COACH COMPANY



ROUTES

1--MANITOU-COLORADO AVE.
2--BROADMOOR
3--FORT CARSON
4--HILLSIDE-PIKES PEAK PARK
5--AUDUBON LOOP
6--INSTITUTE-RUSTIC HILLS
7--NORTH TEJON
8--SPRUCE (Rush hour only)

COLORADO--CSCC (CONTINUED)

The CSCC roster:

Coach Number	Builder	Model/Serial Number	Seats	Year	Notes
138	White	788/308202	40	1946	
171-173	ACF-Brill	C-31/340-342	33	1951	
175-190	ACF-Brill	C-31/344-359	33	1951	
193	Mack	97D/14	41	1958	
194	Mack	97D/22	41	1958	Ex-demo
195	GM Coach	PD4104/752	39	1953	Ex-SGL 5706
201-209	Mack	C-47DT/1408-1416	45	1959	
501	White	798/302137	44	1945	All 500-series
503-504	White	798/302140-302141	44	1945	believed ex-LATL
508	White	798/302146	44	1945	5101-5124 series
515	White	798/302160	44	1945	
519	White	798/302158	44	1945	
523-524	White	798/302170-302171	44	1945	
105-106	Beck	Skyliner/9220-9221	41	1955	Ex-GLOSF 105-106

Service table:

Route	1st Bus Fm Town	Monday-Friday				Saturday		Sunday		Last Bus Fm Town
		Base		Peak						
		Hdwy	Req	Hdwy	Req	Hdwy	Req	Hdwy	Req	
1	5:30AM	30	2	30*	3	30	2	60	1	6:20PM
2	6:15AM	60	1	30	2	60	1	--	-	5:45PM
3A	8:15AM	60	1	60	1	60	1	60	1	3:15AM
3B	6:05AM	--	-	30	2	--	-	--	-	8:05AM
3C	8:00AM	60	1	60	1	60	1	--	-	6:30PM
4	6:20AM	60	1	30	2	60	1	--	-	5:50PM
5	5:20AM	60	2	30	4	60	2	--	-	5:50PM
6	6:15AM	60	1	30	2	60	1	--	-	5:45PM
7	6:30AM	30	2	30	3	30	2	--	-	6:00PM
8	6:30AM	--	-	30	**	30	**	--	-	6:00PM

Line 3A (our designation) goes to Fort Carson Gate 2; Line 3B goes to Gate 3, Line 3C goes to gate 4.

* -- Extended service to Pleasant Valley during peak hours.

** -- Peak hour service only; see Line 4 for equipment requirements.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: All of the STS 400-404 series "experimental" Flxible-Twin FT-2P-40 coaches have been removed from service for some time now, and at least one of them has been scrapped. Several of the Pullman trolley coaches are currently being stripped for parts to keep the few of that make still active (generally the higher numbered ones, in the 992-1006 range) still running. Active Pull-

WASHINGTON--STS (CONTINUED)

mans are to be found on Routes 3 and 4 on weekdays and Saturdays (these lines have motor buses nights and Sundays). The Twin Coach trolley buses still operate on all TC routes. Diesel trippers (10 in the morning and 14 in the afternoon) are now operating on all trolley coach lines except Route 2 during the rush hours. All coaches noted so far have been GMC T8H-5305s operating out of Atlantic Station. Maximum TC equipment requirements have thus been reduced from 76 to 62 vehicles.

Except for 501-510 and a few of the others, all of the 500-series Flxible F2-D6V-401-1s have been repained in the new STS colors of Red and Grey. Also two of the 300-304 series GMC TDH-5105s have been so repainted, in two versions; one red to the top of the standee windows, with a grey roof, the other with grey sides between the rub and belt rails.

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				
Vancouver-Seattle BL	301	Bus & Car	05SE/7824	
Continental Bus Sys	11305	Bus & Car	05GE/7792	Dallas-Houston
Sacramento TA	91-94	Minibus	MB711/351,-,353,350	
Coalinga Transit	unnum	Minibus	MB1D/460	14 hiback seats
San Diego-Mammoth Ski	2404	GM Coach	PD4903/192	Addn'l info
Citizens Transit (Ventura)	151	GM Coach	TDH3501/832	
Orange Belt Stages	144	GM Coach	PD4107/1047	
Airport Service Inc	215	GM Coach	PD4107/1231	
Associated Charter	A5322D	GM Coach	PD4903/329	Correction
Bus Co	A1353G-A1362G	Intl	Int11603/-	24 seats
Community Chtr Bus	2111	GM Coach	TDH5103/542	Ex-RTD 6411
Golden State Chtr	404	Crown	A426-11/35242	
	406	Crown	A743-11/35643	
USED BUSES				
Bayshore Lines	314	GM Coach	PD4104/3836	Ex-Barrett 303
Fiestacoach	4504	GM Coach	PD4104/2606	Ex-GLOSF
Great Western Stage	310	GM Coach	PD4104/3195	Ex-WGL 8623
	401	GM Coach	PD4106/2829	Ex-?
South Coast Transit	2496	GM Coach	PD4104/822	Ex-WGL 7101
Arrow Charter Lines	285	GM Coach	PD4104/	Ex-GLOSF 285
Calif Charter Buses	56	GM Coach	PD4104/342	Ex-GLOSF 211
1st Baptist Pasadena	75	GM Coach	PD4104/3175	Ex-WGL 8601
Community Chtr Bus	4508	GM Coach	PD4106/221	Ex-CGL 1030
	2110,2113-2114	GMC	TDH5103/540,544,551	Ex-RTD 6400s
San Clemente Stages	B46	FlxTwin	FL-2P-40/50334	Ex-PBL 52
	2107	GM Coach	TDH5103/591	Ex-RTD 2889