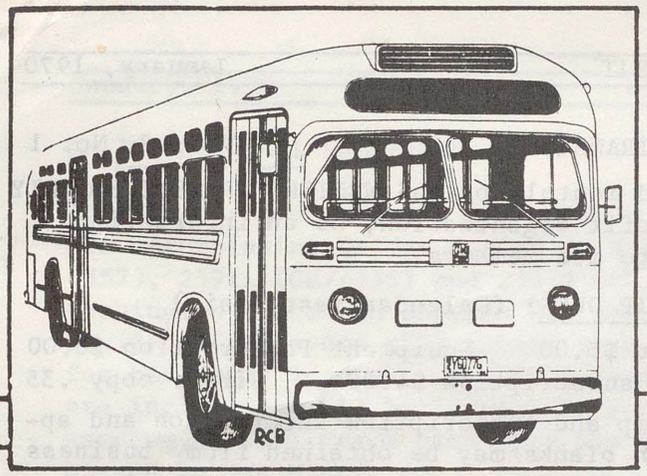


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 1 January, 1970 Ten Pages

C A L I F O R N I A

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: LBPTCo. has taken delivery of at least five new GM T6H4521As (See Equipment Report) featuring rear push doors, push-button transmissions, Model K25 Johnson fareboxes, ICC white line and sliding glass window instead of an emergency door.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS has dropped the last round trip of the day (leaving Torrance airport 7:00PM and LAX 7:35PM) on the Green Line 7--TORRANCE AIRPORT-L. A. INTERNATIONAL AIRPORT.

EASTERN CITIES TRANSIT, INC. (ECT)

EAST LOS ANGELES: In early December ECT became the first California property to place into service the new General Motors "Baby Fishbowl" Model TDH-3301 (See Equipment Report). The two coaches feature a dark blue and white paint scheme, push doors, a sealed window in place of the emergency door, beige interior, green seats and amber-colored standee windows.

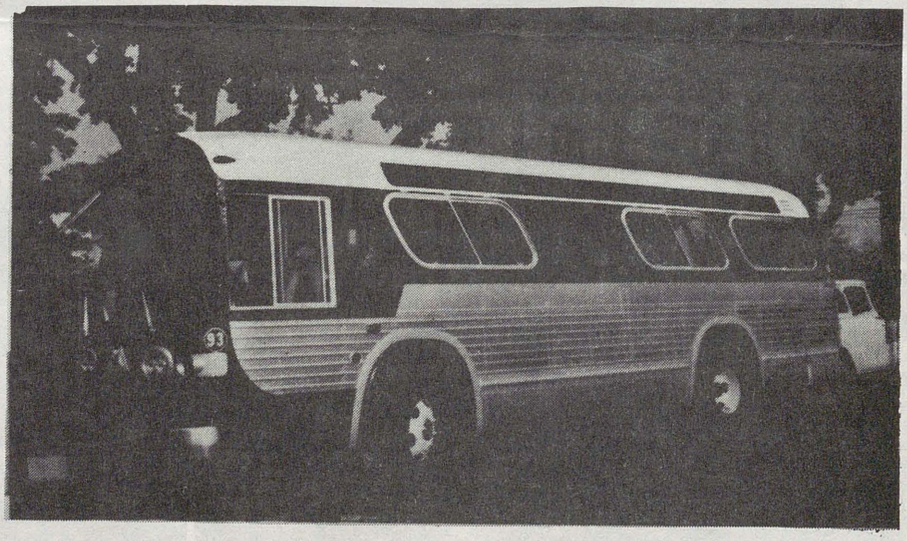
The coaches do not have the federal lights which are required on all larger coaches built since 1968. The buses were first used on the CITY OF COMMERCE route (TB 7/67, 11/67, 4/69) which was scheduled to be discontinued on January 1. Incidentally, this leaves only one scheduled transit service which is still financed by a state transportation agency or subsidy in the Los Angeles area, and that is ECT's CITY TERRACE route (WT 6/69).

TWENTY-NINE PALMS STAGES (TPS)

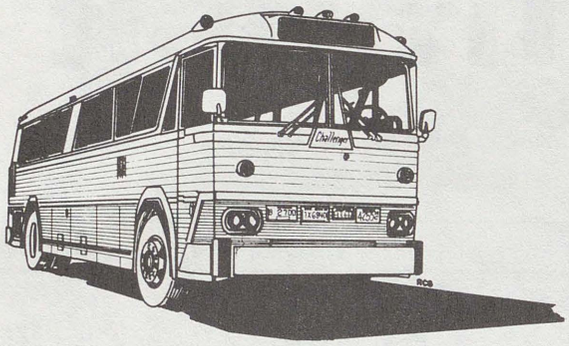
TWENTY-NINE PALMS: TPS revised, in November, its BANNING-TWENTY-NINE PALMS-USMC TRAINING CENTER route to begin and end in Palm Springs, instead of Banning. Two round trips daily are still operated, using the Greyhound Depot in Palm Springs.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: ABL has made time adjustments on its LOS ANGELES-



ECT's new "Baby Fishbowl" bus. (Buckley)



MEETING NOTICE

February Regular Meeting:

Date: February 8, 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

March Regular Meeting:

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

WESTERN TRANSIT Vol. 8, No. 1

Published monthly by The WESTERN TRANSIT SOCIETY a non-profit organization, as an information service to its members.

MEMBERSHIP DUES: (Calendar year basis)

Regular $5.00 Equipment Preservation $6.00
Yearly subscription $4.00 Single copy .35

Membership and subscription information and application blanks may be obtained from business office.

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A DECEMBER SUNDAY IN SANTA MONICA

Society members turned out 12 strong on December 7 for a fan trip over SANTA MONICA MUNICIPAL BUS LINES, riding GMC TDH-5105 #5113 (left) and Suburban #4101) right. (Squire)





CALIFORNIA--ABL (CONTINUED)

LAS VEGAS route reducing travel time an average of 15 minutes. The firm also has begun refurbishing Golden Eagles to Silver Eagles, including 25301 (GE/6346), 25302 (GE 6357), 25911 (GE/6355) and 25912 (GE/6356). A brand new terminal located at 433 East Washington Street in Phoenix was scheduled for opening on Saturday, January 24. The new facility covers 6500 square feet of enclosed space with a 2500 square foot canopy for passenger loading. A coffee shop, tour office, and large baggage/express area are included in the building. In recent months a new terminal was opened in San Bernardino, Calif., as a part of a new motel complex and a newly-remodeled depot also opened in San Diego.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL has refurbished more Golden Eagles into 40-seat Silver Eagles with a portable bar. Buses include 14303 (GE/6494), 14304 (GE/6495), 14306 (GE/6497), 14308 (GE/6499) and 14918 (GE/6349).

COMMUNITY ENTERPRISES, INC. (CEI)

STANTON: CEI has completed acquisition of the Oakland-based SPECIAL TRANSPORTATION SERVICES, INC. (WT 10/69). STS operates 33 buses in the Oakland/Eastbay area for the benefit of handicapped school-age children. This is the sixth CEI acquisition since last April; the others were POMONA BUS LINES, CLAUS CHARTER BUSES, GOLDEN WEST TRANSIT LINES, NORTH BAY CHARTER SERVICE and ARROW CHARTER LINES. CEI subsidiaries PACIFIC SCENIC LINES and HARVEY BUSES have moved from the former Venice location to a new office/shop/yard on Washington Blvd. in Culver City.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Line 3--42ND & KENDALL-STATE COLLEGE-MUSCOY was rerouted last Sept. 22 in the state college area to serve the new Cajon High School. The route now goes via 48th Street, H Street, Hill Drive, 4th Avenue and Kendall Drive to Cal State-San Bernardino, skirting the area more to the north than before.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: With the first of the year, senior citizens are able to ride AC Transit buses within the East Bay for 10 cents during the off-peak hours. The reduction in fare will get a one-year tryout, and follows a similar plan now in effect in San Francisco. AC has disposed of additional GM TDH-4507s: 1736, 1770 and 1821 to GUITON CHARTER LINES: 1813 to Synanon; 1716, 1719, 1740, 1787, 1798, 1807, 1816, 1845, 1850 and 1862 to BAYSHORE LINES for Guiton and 1713 to a private individual.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: During the past couple of months, the STA has acquired five new buses. Two of the buses were built by Minibus, and are of "trolley car" design to be used on the downtown mall, replacing the former Minibus shuttle. Meanwhile, the 91-94 series Minibus model 711s are running on the experimental Route 9--CROSSTOWN. The other three new buses are model S6H-4503 coaches, purchased primarily for charter service. These coaches have Super-V transmissions. All of STA's suburban/charter buses now sport red belt rails, and all (203-206, 251-252) have or will have restrooms. STA's standa rd paint scheme is blue with a white roof and upper front; new buses 204-206 inadvertantly arrived with blue fronts, and had to be repainted in STA's shops.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A major reduction was made in the number and duties of RTD trafficmen, effective December 28. Previously, the principal traffic function was to collect fares and load passengers at the rear doors of buses at major loading points although a few assignments were confined to picking up zone checks at fare limits or making change. Most of the loaders used portable lock-type boxes in recent years, but the loader's station at Pico & Rimpau was equipped with a regular motor-driven registering fare box (for the last four weeks the only one of its type in use anywhere on the system). Now, the remaining assignments are (with a few minor exceptions) strictly as change-makers. It is no secret that these have been retained largely to make work for former operators.

After originally pleading not guilty to criminal conflict of interest charges, former RTD officials Dale W. Barratt and Raymond W. Gareau changed their pleas to "no contest" on January 9. Charges in the case, which had been set for trial on April 15, grew out of the sale by RTD of 50 GMC TDH-5103 coaches to firms which re-sold them to companies in which Barratt and Gareau held an interest.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of January, 1965)

+Using two ex-Santa Monica GMC TDH-3714s, CORBETT TRANSIT LINES takes over operation of the ONTARIO MUNICIPAL TRANSIT SYSTEM.

+Coach 9001, a Flxible 35-seat demonstrator, serial FD47-311-1/75002, seen on several SCRTD lines.

+SANTA MONICA MUNICIPAL BUS LINES introduces a new paint scheme of white, light blue, dark blue and silver on its GMC TDH-5105s.

The District's general manager has been authorized to file a Public Transportation claim for sales tax funds of $9,938,000 to meet the RTD's needs for the year 1970. This will be a portion of the money to be raised by the six-month tax authorized last year. The RTD's 1970 legislative program, incidentally, includes long-range financing proposals, provision for rapid transit in new freeways (with the right-of-way costs to be borne by highway funds), and extension of the RTD's bus operating authority to include Ventura County and the Antelope Valley.

Pacific Lighting is working on conversion of the Cummins diesel engine to burn natural gas and RTD will furnish a bus for experimental conversion. Means have yet to be worked out for conversion of the Detroit (GM) Diesel engine.

With Santa Anita race track strikebound, all special Santa Anita service was cancelled on a day-to-day basis until December 30, when the race track assignments were voided and operators holding them were able to bump onto other runs. For the second time, RTD operated through service between Los Angeles and the Rose Bowl on New Year's Day. Fourteen busloads were carried to the game and 21 back. A total of 150 buses were leased to charter companies over a four-day period, 100 of these on January 1.

Several months ago we reported that during the interim period between introduction of the new lock fare boxes and completion of the central counting room, the fare box vaults would be opened and their contents processed at the various divisions. This plan was under consideration at the time, but never placed into effect. A temporary central facility was set up, instead, at Division 2.

The following coaches have been repainted in Chrome Yellow, Champagne Gold and White since our last report: 5005, 5010, 5014, 5023, 5024, 5027, 5030, 5031, 5042, 5045, 5050, 5051, 5053, 5054, 5055.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Muni's second order of GMC T8H-5305 coaches started to arrive in The City in December. This group is numbered 3190-3389 (not 3200-3399 as expected) and is practically identical to the 3000-3179 group. The main differences include a new style of numbers and different location of front and rear numbers. The new number style is very similar to that used by AC Transit; the front number has been moved from on the builders plate to just above on the windshield cowling (now black on yellow). The rear number has been moved from above the rear window to immediately below the window. The change makes the coaches much more readily identifiable.

Other changes include rear door loaders' valves (also found on the new Flxible 4000s) and a small area between the front door and the front wheel and below the rub-rail that had hitherto been unpainted, and which theoretically should be yellow but instead is red. Also noted is the fact that the headsigns have come with "position numbers" stencilled on the index tabs used to find and center the sign readings.

The Public Utilities Commission has ordered its staff to study the possibility of raising fares on the Muni by another five cents. A 5¢ increase (from 15¢ to 20¢) went into effect last June 30. The new raise--to 25¢--might be necessary to finance $46.5 million worth of improvements to Muni facilities. Muni wants the money to rebuild all five streetcar lines, relocate the main car barn and rail shops, build a new central diesel coach facility and make cable car improvements. Officials, however, appear reluctant to ask the voters to approve a bond issue for that amount, and instead are expected to finance the works through the Municipal Railway Improvement Corp., the non-profit agency which currently is financing purchase of new coaches and will finance acquisition of new rail cars and trolley coaches.

The possibility of extending Muni streetcar service across the unused lower deck of the Golden Gate Bridge to Marin County was raised by Louis T. Kaluder, Philadelphia designer of Muni's new streetcars. Several years ago, GGB directors vetoed the placement ot BARTD trains on the bridge because of weight limitations, however, Gate directors believe that lightweight streetcars might be accommodated. Public Utilities Manager James K. Carr endorsed the Marin trolley proposal, saying the line also could serve the Richmond District (outer Geary), the only major section of San Francisco which will not have either Muni or BARTD rapid transit service.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: San Jose has settled a bus strike and gained a new transit operator in the process. The 43-day work stoppage by Amalgamated Transit Union Local 265 against SJCL was ended on January 6 when employes voted to accept a 25 cent an hour increase in pay from $3.21 to $3.46 (WT 12/69). The increase will be paid for by the City of San Jose which has also contracted with NATIONAL CITY LINES to take over operation of the system from local owners. The operation will be partially subsidized by the city. NCL was once an extensive transit operator in California, its operations including the major systems in Oakland and Los Angeles, and several smaller cities. However, NCL has been absent from the California scene since 1963.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL's 1969 Red and White candy cane striped bus was 5334. New buses have arrived (see Equipment Report) and they feature push-button transmissions, electric headsigns, and sliding windows instead of emergency doors.

CALIFORNIA (CONTINUED)

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: BMTS has instituted a $1 Save-A-Ri de card good for four 25-cent rides and a $1 Blue Chip stamp. A patron will get the 13th ride free by presenting three completely punched out cards. The cards are good on all routes and can be purchased from drivers. The 40¢ Stop Over Pass (regular 25¢ one way and return for 15¢) was discontinued on October 28. The School Ride Card--10 rides for $1.50--has been limited to students through Grade 12 and on school days only between 6:45AM and 5:00PM.

C O L O R A D O

CONTINENTAL ROCKY MOUNTAIN LINES (CRML)

DENVER: CRML has instituted for the winter ski season a new route: GRAND JUNCTION-WALKER FIELD AIRPORT-ASPEN consisting of three round trips weekly; one on Friday night and two on Saturday morning. This is in addition to the three "ski routes" which have been operated the last few years from Denver.

W A S H I N G T O N

PACIFIC NATIONAL LINES (PNL)

TACOMA: PNL, affiliated with TACOMA SUBURBAN LINES, has taken over the former NORTHERN PACIFIC TRANSPORT CO. routes between Tacoma, Auburn, Enumclaw and Buckley and bus connecting service for NP trains between East Auburn and Tacoma (WT 6/69).

SEATTLE TRANSIT SYSTEM (STS)

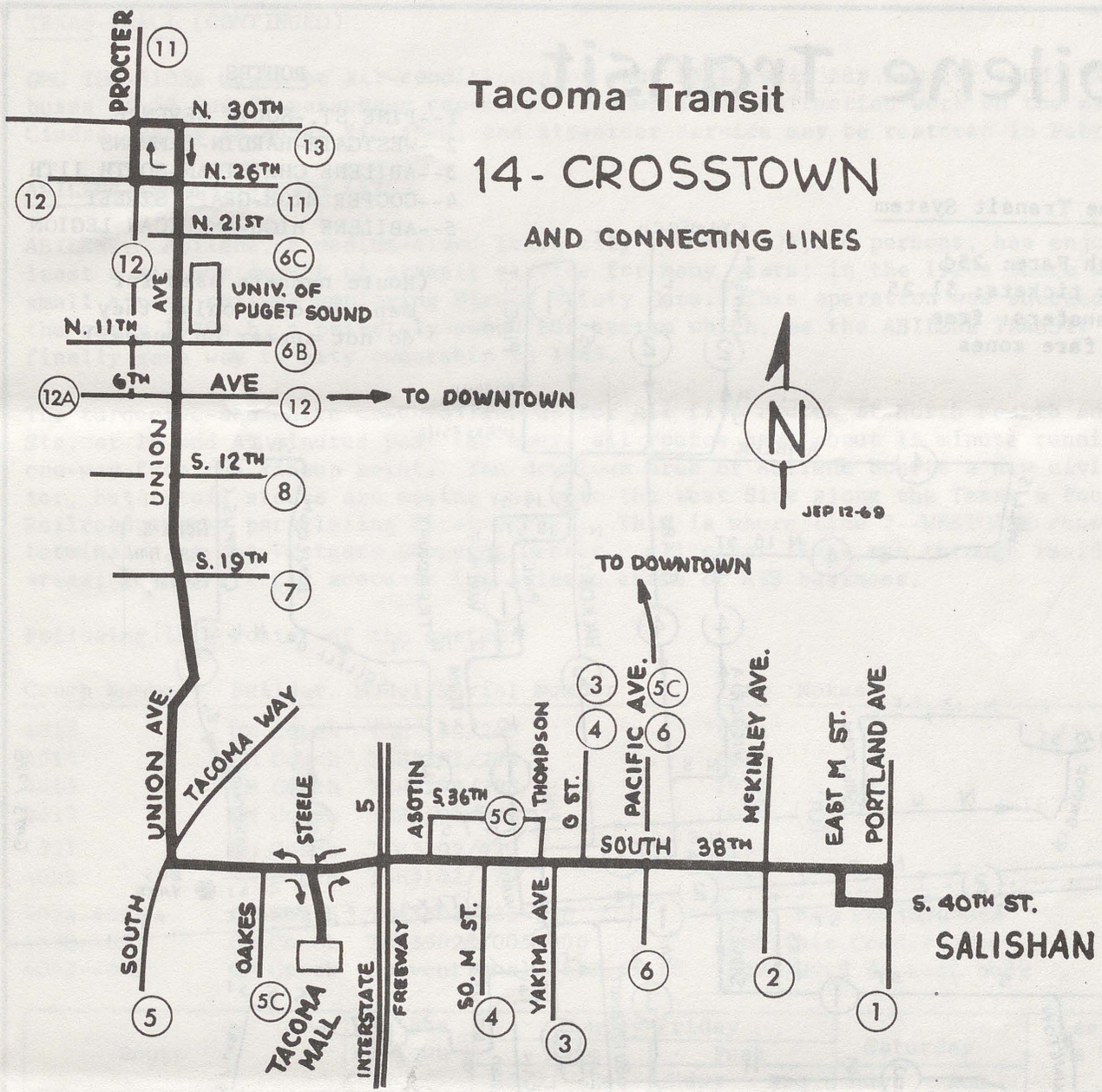
SEATTLE: Buses 301, 302 and 303 have been painted in STS's new Red and Grey paint scheme. Of the 300 series GM TDH-5105s, only 300 and 304 remain light green and white. The 400-404 series Flxible-Twin Model FT-2P-40 coaches are now in dead storage at STS's North Seattle Station. Coach 403 was observed being scrapped in 1968, however the others appear to be still operable.

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: STS has taken delivery of fifteen new GMC TDH-3301 "baby fishbowls" (See Equipment Report). In an unusual move, the coaches are painted in five sets of three-toned colors: three blue, three red, three brown, three lilac and three beige gold. Retirement of fifteen older coaches (14 believed to be TDH-3610s and one TDH-4512) accompanied introduction of the new equipment.

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: Known as Line 14--CROSSTOWN, TTS has a new route, and apparently has had since about last June. As can be seen in the map appearing on the next page, the route is "L" shaped and connects with just about every TTS route. Service is operated on 45 minute headways from about 10:30AM to 5:20PM Monday through Saturday; no Sunday service is offered. Two buses are required to operate the new route; these usually are model 34-S Twin Coaches. One of the advantages to bus riders of the new route is that it serves the Tacoma Mall Shopping Center directly, offering connections to other routes serving every section of the city.



T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: Effective January 18, EPCL increased its basic 10 cent fare to 15¢ (tokens 2/25¢) but streetcar fares remained at 10¢ and the 15¢ auto and 2¢ pedestrian bridge tolls on the Stanton Street bridge, and 2¢ auto and 1¢ pedestrian tolls on the El Paso-Santa Fe Street Bridge also were unchanged. LOWER VALLEY BUS LINES also is getting and increase--up from 15¢ first zone, 20¢ second zone and 25¢ third zone to 20¢/30¢/40¢. The two companies must open negotiations to establish a transfer system as the price for receiving the fare hike; the city wants a progress report by May 8. The city also gets the right to inspect all equipment for pollution defects.

EPCL also has agreed to add a minimum of four air-conditioned buses per year to the fleet until the entire fleet is air-conditioned; the only a/c buses presently operated are TDH-4517 New Looks 3964-3983; it is thought that perhaps some of the former NEW ORLEANS PUBLIC SERVICE

Abilene Transit

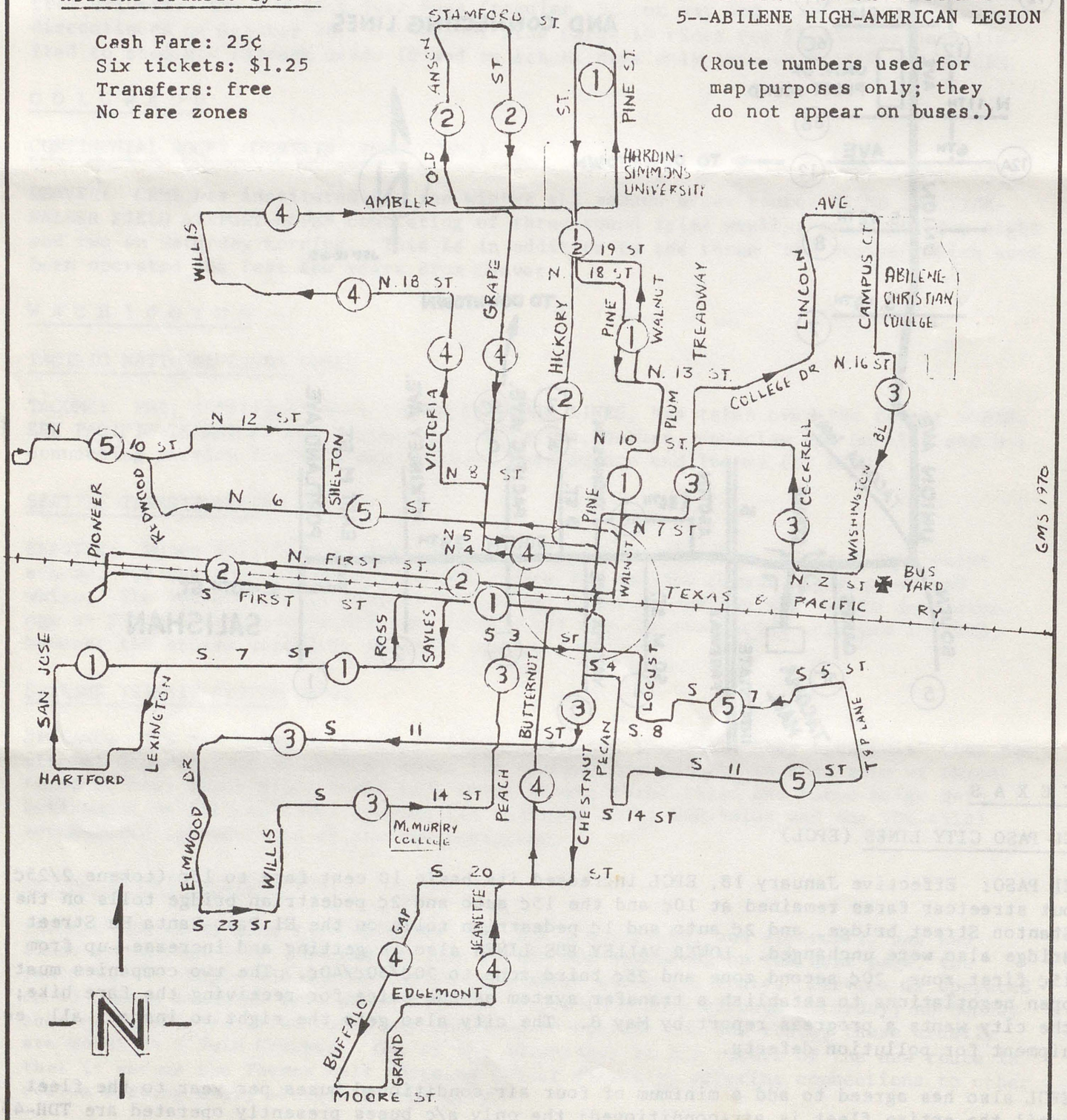
ROUTES

1--PINE ST.-SOUTH SEVENTH
2--WESTGATE-HARDIN-SIMMONS
3--ABILENE CHRISTIAN-SOUTH 11TH
4--COOPER HIGH-GRAPE STREET
5--ABILENE HIGH-AMERICAN LEGION

(Route numbers used for map purposes only; they do not appear on buses.)

Abilene Transit System

Cash Fare: 25¢
Six tickets: $1.25
Transfers: free
No fare zones



TEXAS--EPCL (CONTINUED)

GMC TDH-5105s might be air-conditioned or that EPCL could buy new (or used) "New Look" buses of 53 and 33-passenger capacity. Meanwhile, construction work on the streets in Ciudad Juarez is about finished, and streetcar service may be restored in February.

ABILENE TRANSIT SYSTEM (ATS)

ABILENE: Abilene, a medium-sized Texas city of some 125,000 persons, has enjoyed at least a minimum amount of transit service for many years; in the 1920s there was a small street railway employing Birney Safety Cars. This operation was succeeded in the early 1930s by a privately-owned bus system which, as the ABILENE TRANSIT CO., finally gave way to city ownership in 1965.

The turquoise-and-white coaches line up for all five routes at North Fourth and Walnut Sts. at 15 and 45 minutes past the hour; all routes have about 15 minute running times one-way from the lineup point. The downtown area of Abilene boasts a new civic center, but retail stores are moving out onto the West Side along the Texas & Pacific Railroad tracks paralleling First Street. This is where Line 2--WESTGAGE runs, and terminates at the Westgate Shopping Center. All other lines run through residential areas; school traffic acoounts for a large share of ATS business.

Following is a roster of the system:

Coach Number	Builder	Model/Serial Number	Year	Notes
4013	GM Coach	TGH3102/245	1954	
4014	GM Coach	TGH3101/274	1950	
4015	GM Coach	TGH2708/288	1950	
4017	GM Coach	TGH3101/363	1950	
4021	GM Coach	TGH3102/429	1955	
4022	GM Coach	TGH3102/179	1953	
4024-4029	GM Coach	TDH3501/633-638	1966	Air-Conditioned
4030-4031	GM Coach	TDH3502A/005-006	1969	Air-Conditioned
4043-4045	GM Coach	Conventional/7562,61,63	1959	Ward 65-seat body

Route	1st Bus Fm Town	Monday-Friday				Saturday		Last Bus Fm Town
		Base		Peak				
		Hdwy	Req	Hdwy	Req	Hdwy	Req	
PINE ST.-SOUTH 7TH	6:45A	60	1	30	2	60	1	6:15P
WESTGATE-H. S. U.	6:45A	60	1	60	1	60	1	6:15P
ABILENE CHRISTIAN-S.11	6:45A	60	1	30	2	60	1	6:15P
COOPER HIGH-GRAPE ST.	6:45A	60	1	60	1	60	1	6:15P
ABILENE HIGH-LEGION	6:45A	60	1	60	1	60	1	6:15P

No Sunday Service. Total vehicle requirements: rush 7, base 5.

N E V A D A

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: A new route: Line 2--STRIP-LANDMARK INTERNATIONAL-BOULEVARD SHOPPING CENTER has been established connecting the strip and convention center area and a new shopping center. Fifteen minute service between the strip and Paradise Road and Convention Center Drive is provided between 6:15AM and 8:45AM, half-hourly between the strip and the shopping center is run until 8:45PM when 15-minute service resumes.

EQUIPMENT REPORT

Below is a list of passenger equipment acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Spokane City Lines	4189-4203	GM Coach	TDH3301/034-048	5 different colors
San Francisco Mun.Ry.	3190-3389	GM Coach	T8H5305/252-451	
Synanon	Unknown	MCI	MC7/7908	Leased
Texas Bus Lines	502	B & C	05SE/7746	
Eastern Cities Transit	92-93	GM Coach	TDH3301/060-061	Push doors
Culver City Mun BL	4504-4511	GM Coach	T6H4521A/488-495	Push but.transmn
Santa Monica Muny BL	4574-4577	GM Coach	T6H4521A/503-506	Elec. headsign
Long Beach Pub. Transp.	4577-4581	GM Coach	T6H4521A/496-498,-,-	
Sacramento Transit Athy	204-206	GM Coach	S6H4503A/016-018	Standee windows
Associated Chtr Bus	A5323D	GM Coach	PD4903/330	Addn'l info.
Sacramento Transit Athy	92	Minibus	MB711/352	Addn'l info.
Community Charter Bus	C933-C934	Crown	2A 743-11/35783,4	Three axle
Calif Charter Buses	30	Crown	A 426-11/35157	
Pacific Scenic Lines	3944	Minibus	MBF-1D/536	23 seat, baggage
USED BUSES				
Tacoma Suburban Lines	214-217	GM Coach	TDH4517/1557-1560	Ex-SMTD; addnl inf
1st Baptist,Pasadena	75	GM Coach	PD4104/3173	Correction
Great Western Stages	305	GM Coach	PD4104/1216	Ex-Midwest Bus 913
Calif Charter Buses	55	GM Coach	PD4104/1313	Ex-Indian Trails
Fiestacoach	4505	GM Coach	PD4104/2610	Ex-GLOSF 288
Community Charter Bus	4509	GM Coach	PD4106/468	Ex-CGL 1003 ?
South Coast Transit	2494	GM Coach	PD4104/1052	Ex-Metro Seattle
Smith's Chtr(Fremont)	523	GM Coach	PD4104/3234	Ex-WGL 8662
Channel Island Bus Sys	991	GM Coach	PD4104/3269	Ex-WGL 8697
Arrow Charter Lines	II 1204	GM Coach	PD4104/3158	Ex-WGL 8586
Crew Transit Inc.	C102	GM Coach	PD4104/3159	Ex-WGL 8587
Yucaipa Bus Service	31	GM Coach	PD4104/-	Ex-WGL
U. S. Border Patrol	7301, 7303	GM Coach	PD4104/624, -	Jail buses
Associated Chtr Bus	A5421D-A5422D	GM Coach	PD4106/1502,1504	Ex-GLOLA 421-422
San Pedro Motor Bus	104	GM Coach	TDH3610/270	Ex-SCRTD 6671
Melni Bus Service	305	GM Coach	PD4104/-	
	323	GM Coach	PD4103/535	
Douglas Bus Lines	114	GM Coach	TDH4506/030	Ex-BTL 652
	120	Yellow	TD4505/125	Ex-GMBL 61
Denver-Col Sprs-Pueblo Motorway	18411-18412	Flxible	Hi Level/10367-68	Correction
LA & Pico Rivera Consolidated St Ry Co.	6955	GM Coach	TDH4507/1666	Ex-SCRTD 6955
Allen Transportation	418	GM Coach	TDM4509/522	Ex-STL 418
Knickerbocker Tours	218, 235	GM Coach	PD4104/349,235	Returned from WGL
DISPOSITION				
San Diego Transit	924,930,934	GM Coach	TDH4509/078,084,088	Oshkosh,Wis.
Highland-Patton Bus L	22,25,26,28	GM Coach	TDH3610/1611,284,405,401	Jarrett's
Santa Barbara Trnsit	215	Marmon	8MNN/54961	Scrapped
Gardena Mun Bus Lines	73	Yellow	PG3701/042	To pvt party