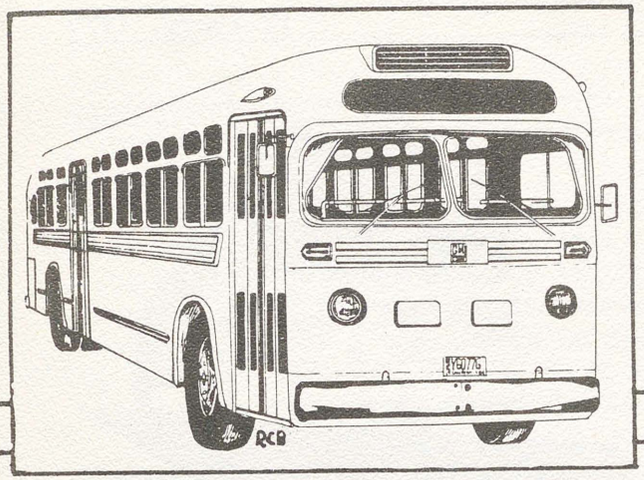


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 2 February, 1970

C A L I F O R N I A

SAN DIEGO ECONOMY LINE (SDEL)

SAN DIEGO: SDEL's Route 2--COLLEGE GROVE-SAN YSIDRO has been split into two alternate routings between Palm Ave. and Byer Way in Palm City and the International Boundary at San Ysidro. One route is along Beyer Way and San Ysidro Blvd. (the original route) and the other is along Piccard Ave. and Del Sol Blvd. in the Hobart Heights area. On January 24 Route 1--SAN DIEGO-HOMELAND was discontinued on Saturdays, leaving only one SDEL bus in operation on Saturday.

AZTEC BUS LINES (ABL)

SAN DIEGO: The City of Chula Vista has decided it wants a municipal bus line, and ABL was the only bidder on a contract to provide the service. The city requested service 12 hours a day Monday through Saturday with four buses providing service on three routes. ABL's bid totaled $64,000 for a one-year period. SAN DIEGO ECONOMY LINE had been expected to enter a bid, but did not. The contract has not been let, but an early decision is expected. If ABL gets the nod, it is expected to use its 700-series GMC TDH-4509s.

Aztec presently has only one regularly-scheduled service which operates on Wednesday and Saturday from the San Diego Trailways Depot to Disneyland and return. The going trip leaves San Diego at 9:00AM arriving Disneyland 10:45AM. Returning the bus leaves Disneyland 6:00PM arriving San Diego 7:45PM. Round trip fare for adults is $4.50 with $2.25 for children.



SBMTS Coach 711, in New Paint

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Since the incorporation of the former HIGHLAND-PATTON BUS LINES routes into the SBMTS system, there has been an increase in equipment requirements. Consequently, SB-MTS has reconditioned and re-painted into the new red and white livery two coaches that were to be placed into storage. The coaches are 304 (GMC TDH-3101/495) and 711 (GMC TD4001/051). Coaches 700-710, consisting of TD4001s, TD4005s and one TD4505, were sold in 1969.

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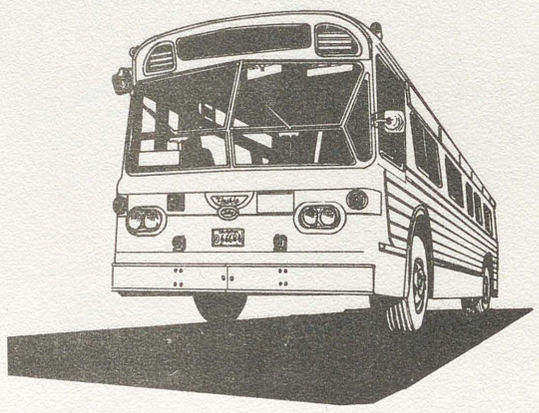
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MEETING NOTICE

March Regular Meeting:

Date: March 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 block east of Fairfax Avenue

Transportation: SCRTD lines 4 & 89

April Regular Meeting:

Date: April 12, 1970 (time and place as above)

Welcome New WTS Members: Los Angeles & Pico Rivera Consolidated Street Railway (Pico Rivera) #88 and Stephen Mewhort (Sacramento) #89.

CALIFORNIA (CONTINUED)

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC made several schedule adjustments, some just before the New Year and others on January 25, as follows:

Line 4--LINDA VISTA-LOMITA VILLAGE: Sunday headways on these three lines were stretched
Line 5--CLAIREMONT-MARKET STREET : from hourly to 65-minutely, resulting in one less
Line 11--KENSINGTON-LOGAN HEIGHTS : round trip.
Line 9--CORONADO: had one Friday only trip from Coronado to San Diego and one trip from San Diego to North Island eliminated.
Line 12--NATIONAL CITY-BAYVIEW HILLS-LINCOLN ACRES: headway was lengthened from hourly to 75-minutely.
Line C--PACIFIC BEACH: Monday through Saturday headways on these two lines were changed
Line T--CROWN POINT : from 45-minutely to 50-minutely.

Equipmentwise, Line 9 is again using 600-series GMC TDH-4519s.

CALIFORNIA--SDTC (CONTINUED)

Coaches 247 and 252 (GMC TDH-5301s) were painted as the red and white striped Candy Cane buses beginning December 1. On November 8, bus 323 (GMC TDH-5303) hit a telephone pole and is now being repaired. And an oddity: On December 2, due to a gigantic charter move for a convention in San Diego utilizing all New Look coaches, SDTC routes 1, 2, 3, 4, 5, 7, 11, 12, B, E, R, O and S had 500-series coaches (TDH-4801s) on all base schedules. Ordinarily, the 4801s are used only on a few tripper runs.

Through the courtesy of WTS members Douglas Traxler and Francis Holbrook, and with an assist from the MOTOR BUS SOCIETY, we present this month a summary of the disposition of former SDTC GMC 4509s and 4512s to firms in the Midwest and East:

SDTC Number	Serial	New Owner
861	TDH4512/007	Lehigh Valley Transit, Allentown, Pa., 4523
870	TDH4512/016	Lehigh Valley Transit 4524
871	TDH4512/017	Lehigh Valley Transit 4525
873	TDH4512/019	Lehigh Valley Transit 4526
878	TDH4512/024	Wilkes Barre, Penna., Transit Corp. 599
880	TDH4512/026	Lehigh Valley Transit 4527
924	TDH4509/078	City Transit Lines, Oshkosh, Wis., 837
930	TDH4509/084	City Transit Lines 838
934	TDH4509/088	City Transit Lines 839

It is understood that additional TDH-4512s (in San Diego's 861-880 class) were purchased by AMERICAN TRANSPORTATION ENTERPRISES, INC., parent company of Lehigh Valley and Wilkes Barre.

GRAY LINE OF SAN DIEGO (GLOSD)

SAN DIEGO: GLOSD has 12 San Diego tours this year, five more than 1969. A DISNEYLAND-HOLLYWOOD TOUR and a UNIVERSAL STUDIO TOUR operate each Wednesday; a BULLFIGHT PACKAGE TOUR (to Tijuana, Mexico) operates each Sunday June through October and two new city tours, including a Harbor excursion, were added.

CITY OF ESCONDIDO

ESCONDIDO: The "Committee of 1000," representing 1,000 residents of Escondido, has urged the city council to "let the people decide" the three-year-old question of establishing a local bus system. An engineering report recently completed indicated a local system could be set up for about $125,000 with an estimated one thousand daily riders -- and an annual deficit of about $25,000. Escondido has a population of about 35,000.

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: On January 16, ASI eliminated to AIRPORT-PASADENA and one AIRPORT-MONROVIA round trips on the LOS ANGELES INTERNATIONAL AIRPORT-PASADENA-ARCADIA-MONROVIA route.

KNICKERBOCKER TOURS, INC. (KT)

LOS ANGELES: KT's coach 21, a Flxette , and 217 and 218, GMC PD-4104s, have been repainted into the American Sightseeing Assn. scheme of white with a red/white/blue band around the middle of the bus. The ASA name is also now displayed prominently

CALIFORNIA--KT (CONTINUED)

on the sides of each bus. Coach 264, also a PD-4104, recently acquired from GRAY LINE OF SAN FRANCISCO (see Equipment Report) also is painted in a modified version of this scheme, still retaining the dark red or purple of GLOSF.

ORANGE BELT STAGES (OBS)

BAKERSFIELD: OBS has discontinued the midday round trip on the BAKERSFIELD-ARVIN route, leaving only two round trips which are catering primarily to commute travel.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: SMTD fired 11 operates January 25 who refused to operate buses carrying change. The operators, members of Local 276, Amalgamated Transit Union, said they would not drive unless an Exact Fare system was placed into effect immediately. As a result of the dispute, all SMTD service was shut down on the following day.

Correction to serial numbers listed in WT (11/69) on SMTD: Coaches 1700-1705, GMC TDH4519/759-764.

BARRETT TRANSPORTATION, INC. (BT)

SAN FRANCISCO: A revised loading system has been instituted by BT at the San Francisco Downtown Airlines Terminal. It is now necessary to go through a turnstile and buy a ticket from the clerk on duty.

FRANCISCAN LINES, INC. (FLI)

SAN FRANCISCO: Franciscan is now the American Sightseeing Assn. operator in San Francisco, taking over the operation from BARRETT TRANSPORTATION, INC. FLI now operates eight different sightseeing tours, with the usual Bay Area attractions covered.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: As more and more of Muni's second order of GM New Look coaches arrive and are placed in service, additional Macks are being returned to their builder and lessor. A third storage location in the East Bay area was observed in San Leandro. Many of the previously returned Macks have disappeared; present whereabouts unknown.

The future of the trolley coach in San Francisco recently took on a brighter hue when a resolution calling for the purchase of no additional diesel buses was approved by the Board of Supervisors. The resolution directs the Municipal Railway to purchase only electric buses and streetcars. Whether this actually means that Muni can't even buy another 100 new diesels to replace the remaining Macks is not known, but observers believe that, if the resolution isn't ignored altogether, it will be interpreted to mean no new diesels to replace old trolley coaches.

And speaking of new streetcars, Muni's Philadelphia car design consultant, Louis Klauder and Associates, presented a preliminary car design to the Board of Supervisors in January. The design showed a car of an articulated (two section) design, with large, high side windows and a rather boxy looking front end. The model pictured has trolley poles, and appeared to be double ended. Since plans for the lower Market Street subway make no provision for a turning loop, Muni apparently will have to opt for a double end design for its new subway-surface cars.

CALIFORNIA--SFMRy (CONTINUED)

Klauder recommended that Muni's 105 PCC cars be replaced by 78 of the articulated units, each 72 feet long and capable of holding 180 riders. Estimated price of each car is $225,000. Top speed will be 65-MPH, enough to cut the running time by a least one-third on streetcar operations.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: After sparring for two years, BARTD and the City of Daly City have finally come to an agreement to allow construction of Daly City's rail rapid transit terminal. The agreement provides for a partially underground station where Southern and Junipero Serra freeways join near Knowles Ave. BARTD had wanted a station fully above the ground; Daly City wanted a subway station. The compromise calls for a station "benched" into the side of a hill. Bids will be taken on the $1.5 million terminal by the end of the year, and the facility should be operational by the BARTD system deadline of mid-1972.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: During most of the month of December SJCL was out of operation due to an operators' strike, which ended amidst some unusual developments. To appreciate this, some background is required. Most of the present-day SJCL operations originated with the SOUTHERN PACIFIC-operated SAN JOSE RAILROADS. The SJRR lines were purchased by NATIONAL CITY LINES, a transit holding company, in the late 1930s, and were held and operated by PACIFIC CITY LINES of Oakland, which was a subsidiary of NCL and acted as a second-level holding company. NCL/PCL, through SJCL, converted the SJRR car lines to bus operation and expanded the system to its present size. In the early 1960s, PACIFIC CITY LINES was dissolved; it was probably at that time that NCL transferred the stock of SJCL and STOCKTON CITY LINES to George Hook and Glen Gordon, two former PCL officials. The nearby Stockton property was eventually sold to the STOCKTON METROPOLITAN TRANSIT DISTRICT, but Hook and Gordon (operating as a reconstituted PACIFIC CITY LINES) continued to operate SJCL until the end of 1969. SJCL ceased being a moneymaking operation several years ago. In recent years the company has requested and received numerous fare increases, and has informed the city of San Jose that it could not remain in business much longer.

The solution that the city and county governments selected was the formation of the SANTA CLARA COUNTY TRANSIT DISTRICT, which would acquire all bus operations in the county, and operate a consolidated system. Just as the WEST BAY RAPID TRANSIT DISTRICT bus plan for neighboring San Mateo County had failed at the polls earlier in 1969, the SCCTD failed to get the needed majority. SJCL's labor contract was to be up just before the election; it was extended an additional four months.

The drivers went on strike November 21. Hook had died a year or so earlier; his widow and Gordon continued the operation, but felt more than ever that they wanted out. So, on December 12, 1969, the stock of SAN JOSE CITY LINES was returned to NCL, which by this time had become a diversified Denver-based holding company. NCL then initiated talks with the City of San Jose; on December 27 an agreement was reached whereby NCL would operate the system and the City would subsidize the losses.

NCL, which 10 years ago was getting rid of many of its marginal transit operations, has more recently shown a renewed interest in transit; two years ago it bought the large, financially-ailing RAPID TRANSIT LINES of Houston. But this may be the first time it got back one of its former properties.

CALIFORNIA (CONTINUED)

On November 20, SJCL reduced the Saturday headways on Line 1--SANTA CLARA from 15 (45 on the branches) to a 20/60 headway. Weekday and Sunday schedules remain as before, 15/45 and 20/60.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: During January, one of General Motors' TDH-3501A baby fishbowls was demonstrating its abilities for the STA. For the test, STA installed destination signs, farebox, dash sign holder and gave it an operating number--5628. The coach is TDH-3301A/004, and is painted two-tone green and white.

On January 4 STA made service changes affecting most of its routes as follows:

WEEKDAYS

Line 1--McKINLEY & FOLSOM BLVDS.--Evening service (7:00PM to 10:00PM) reduced from 45-minutely to hourly.

Line 2--RIVERSIDE BLVD.--All trips extended to Greenhaven via Woodshire, Gloria and 43rd Bypass.

Line 6--FREEPORT BLVD.--All trips on the Florin Road branch extended to Luther Burbank H igh School to serve Southgate Mobile Home Park and the 29th St./Florin Road area.

SATURDAY

Line 8--RIVER OAKS-MEDICAL CENTER--Headways reduced from half hourly to 40-minutely.

SUNDAY AND HOLIDAYS

Line 1--McKINLEY & FOLSOM BLVDS.--Headway reduced from half hourly to 40-minutely.

Line 3--J STREET and Line 7--FRANKLIN BLVD.--Headway cut from half hourly to hourly.

Line 2--RIVERSIDE BLVD. :
Line 4--TAHOE PARK :
Line 8--RIVER OAKS-MEDICAL CENTER: These three lines were combined (eliminating service on line 4 between 39th & T Sts. and downtown and on line 2 between downtown and Broadway) to provide through service from Tahoe Park, Sacramento Medical Center and T St. to downtown, River Oaks and William Land Park zoo.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The official service area of ACCTD has been expanded to take in the Sherwood Forest area of El Sobrante. This area, which has been contracting with the District for school bus service, will continue to make special payment for off-route mileage (plus a District property tax) until June, 1970. At the beginning of the new fiscal year, the area will pay only the regular tax rate set by the AC Transit board.

Early morning and late evening trips have been discontinued on the following lines because of falling patronage: Line 17--ALCATRAZ, 18--PARK BLVD., 53--FRUITVALE, 54--35TH-38TH AVES. and 79--HIGH STREET.

The following changes in service became effective with the division signup in December:

Route B--SAN FRANCISCO-OAKLAND GRAND AVE.--Weekday trip leaving SFEBT at 6:45AM to Oakland Army Base and Naval Supply Center cancelled, 6:35AM trip retained. Also B-local trip added leaving Trestle Glen & Lakeshore at 6:52AM arriving SFEBT at 7:29AM, and a PM B-local trip added leaving San Francisco East Bay Terminal at 5:07PM arriving Grosvenor Place at 5:43PM.

Route N-1--SAN FRANCISCO-EAST OAKLAND-SAN LEANDRO--Weekdays, a new route has been inaugurated beginning at Golf Links Rd. and Dunkirk, via Dunkirk, Glen Artney,

CALIFORNIA--ACCTD (CONTINUED)

Shetland, Golf Links Rd., Mountain Blvd., to Keller & Mountain, making all regular stops for San Francisco passengers; then via Keller Ave., MacArthur Freeway, MacArthur Blvd., High St., MacArthur Freeway to SFEBT. Service has one AM trip leaving Dunkirk & Golf Links at 7:05AM arriving SFEBT 7:42AM and one PM trip leaving San Francisco at 5:12PM arriving terminal at 5:50PM. This new route requires a window sign "N-1 MT. BLVD.-GOLF LINKS RD." used eastbound and the westbound trips use the regular "N--SAN FRANCISCO EXPRESS" headsigns.

Route 88--MARKET ST.-WEST 12TH ST.--Daily service rerouted westbound via 12th St., Market, 10th, Union, 12th and regular route. Returns via 12th, Union, 10th, Market, 11th and regular route. Service rerouted to serve new housing development on 10th St.

GREYHOUND LINES--WEST (GLW)

SAN FRANCISCO: Below is the complete pool assignment of coaches for GLW effective January 1:

Coach Number	Builder	Model Number	Seats	Pool Assignment
59-63	GM Coach	PD4106	38L	California Parlor Car Tours
64X	GM Coach	PD4501	43L	California Parlor Car Tours
70-89	MCI	MC5A	39L	California Parlor Car Tours
900-914	GM Coach	TDH4515	45	SFBACR locals
1040-1115	GM Coach	PD4106	38L	Midwest
1140-1142	GM Coach	PD4501	41L	St. Louis-Kansas City
1143-1144	GM Coach	PD4501	41L	San Antonio-Houston
1150-1199	GM Coach	PD4501	43L	Southern (Miami)
1203-1491	GM Coach	PD4501	43L	Southern
1671-1699	Mack	C49DM	51	SFBACR locals
1700-1744	GM Coach	PD4107	38L	Midwest
2450-2599	MCI	MC5	39L	North Coast
2600-2849	MCI	MC5	39L	Midwest
2850-2995	MCI	MC5	39L	Southwest
7000-7152	MCI	MC7	47L	Northern
7200-7284	MCI	MC5	39L	Pacific Coast-British Columbia
7299	GM Coach	PD4104	38L	Pacific Coast-Arizona
7500-7659	GM Coach	PD4104	38L	Pacific Coast-Arizona
7723-7799	GM Coach	PD4106	38L	Pacific Coast-British Columbia
7800-7869	GM Coach	PD4106	38L	Pacific Coast-Arizona
7900-7908	GM Coach	PD4107	36L	Portland-Seattle-Vancouver VIP
7909-7999	GM Coach	PD4107	38L	Pacific Coast-Arizona
8000T-8009T	GM Coach	PD4501	47L	SF Airport-Travis Air Force Base
8019-8077	GM Coach	PD4501	43L	SFBACR locals
8078-8196	GM Coach	PD4501	43L	California-Nevada
8200-8304	GM Coach	PD4501	43L	Minn.-Wis.-Ill.-Iowa.-Nebr.
8400	MCI	MC5	39L	Seattle-Vancouver, B. C.
8401-8449	MCI	MC5	39L	Pacific Coast-British Columbia
8576-8698	GM Coach	PD4104	38L	California-Nevada
8700-8790	MCI	MC5A	39L	Pacific Coast-Arizona
9104-9298	GM Coach	PD4151	41	SFBACR locals
9307-9396	GM Coach	PD4103	39	SFBACR locals
9400-9436	GM Coach	TDM5103	53	SFBACR locals

CALIFORNIA--GLW (CONTINUED)

Coach Number	Builder	Model Number	Seats	Pool Assignment
9450-9497	GM Coach	TDM4801	50	SFBACR locals
9498-9499	GM Coach	TDM4801	50	San Diego-Border
9500-9504	GM Coach	TDM4801	50	Long Beach-Santa Monica
9505-9508	GM Coach	TDM4801	50	San Diego-Border
9509-9524	GM Coach	TDM4801	50	SFBACR locals
9550-9593	GM Coach	PD4103	39	SFBACR locals
9600-9659	GM Coach	TDM5303	53	SFBACR locals
9660-9670	GM Coach	PD4501	47	SFBACR locals
9700-9709	GM Coach	TDH5301	53	San Diego-Border
Combination Baggage Buses				
0601-0612	GM Coach	PD4501	30L	LA-Salt Lake-Portland-Spokane-San Frn
0613-0636	GM Coach	PD4501	30L	SF-LA-El Paso-Dallas-Albq-St.Louis
0642-0647	GM Coach	PD4501	30L	San Francisco-Chicago
0648	GM Coach	PD4501	30L	Minneapolis-Fargo
0649	GM Coach	PD4501	30L	San Francisco-Chicago
0650-0658	GM Coach	PD4501	18L	San Francisco-Chicago
0700-0706	GM Coach	PD4501	30L	St.Louis-Cheyenne-KC-Omaha-Mpls-Chic
0707-0712	GM Coach	PD4501	30L	Chicago-Dallas
0713-0718	GM Coach	PD4501	30L	St.Louis-Cheyenne-KC-Omaha-Mpls-Chic
0719	GM Coach	PD4501	30L	San Antonio-Corpus Christi
0750-0754	GM Coach	PD4501	26L	Dallas-Memphis-Houston
0794-0799	GM Coach	PD4501	22L	Dallas-Houston-New Orleans
2399	GM Coach	PD4104	12L	Houston-Lake Charles

L-Lavatory equipped.

Coach numbers above represent the lowest and highest in each series; there are some gaps in various series (viz., the 9104-9298 series consists of about 40 buses with numbers ranging between 9104 and 9298; the remaining buses have been sold).

Additional equipment changes have come to light since receipt of the above list. The 8019-8077 series that was recently assigned to the SFBACR Contra Costa pool will be renumbered in the 9750 series. Reportedly, GL-W will not relicense any of the 40 or so "Silversides" buses and some of the 4103s. Early in January GL-W offered the 900 class for sale at $3,500 each, PD4151s at $3,000 each, non silver-sided 4103s at $4,000 each and silver-sided 4103s at $4,500 each. As of the end of January, all of the operable 4151s had been sold, along with a few of the 4103s.

Early in January, a group of MCI MC-6 coaches (the wide ones) were observed in the GL-W San Francisco yard with numbers between 9710 and 9719. Inquiry revealed that the coaches had come from the East. They reportedly were not getting sufficient mileage because there aren't enough places were 102" wide buses can legally be operated. On January 15, GL-W found an assignment for the 10 MC-6s (9710-9719): SAN DIEGO-SAN YSIDRO (Mexican border). These are the first 102" width intercity coaches on the West Coast except for the two MC-6 demonstrators (8998-8999) that were tested on the LOS ANGELES-LAS VEGAS and SAN FRANCISCO-RENO schedules. The coaches seat 43 (20 on the first level and 23 on the second level) and are powered by a GMC 12V-71 diesel engine. There is a fold-down arm rest between each pair of seats. For use on this commute assignment, Johnson Type J fareboxes have been installed and the restrooms are locked. The coaches also feature push button individual reading lights. GL-W also has started repainting many of the remaining PD-4501 "Super Scenicruisers." The al-

CALIFORNIA--GLW (CONTINUED)

uminum siding between the windows and the yellow wraparound band has been removed. Except for the top of the first level passenger compartment, which is blue, the bus is white on top with a thick red stripe between the white paint and the aluminum paint. The word "Greyhound" has been applied in large, block type lettering. The 8178 was the first coach to be so painted.

On January 17 a new Saturday, Sunday and holiday operation was begun betwen Los Angeles and the California Correctional Institute at Tehachapi, leaving Los Angeles at 7:30AM, arriving CCI at 10:30AM; leaving CCI at 3:15PM, arriving Los Angeles 6:10PM.

A group of PD4104s, numbered in the 100 series and painted red, white and blue, have been readied in the GL-W yards in San Francisco for export to Korea.

Here are the latest SFBACR schedule changes:

Contra Costa Division
Route R--SAN FRANCISCO (EBT)-WALNUT CREEK-YGNACIO VALLEY--AM trips increased from 8 to 10, PM trips from 7 to 10.

Marin Division
Route A--SAN FRANCISCO-SAN RAFAEL-NOVATO--One additional trip added inbound AM and outbound PM.
Route G--SAN RAFAEL-SAN ANSELMO-MANOR--One AM trip dropped.
Route D--SAN FRANCISCO-SAN ANSELMO-MANOR-SAN RAFAEL--One PM trip to Fairfax added.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Former RTD officials Dale Barratt and Raymond Gareau were sentenced January 30 after pleading no contest to the charge of criminal conflict of interest. (WT 1/70). Citing a favorable porbation report and lack of any evidence of personal profit or detriment to the RTD, Judge Malcolm M. Lucas imposed the maximum statutory fine of $1,000 each but levied no prison term. In addition, Barratt and Gareau were ordered to pay $7,218 in prosecution costs. The charges grew out of the sale of surplus RTD buses to a broker who delivered them to companies Barratt and Gareau had an interest in.

Two more ex-Pasadena buses have been sold. Coach 6664, a GMC TDH-3610, was sold to LA RAMBLA BUS LINES (San Pedro) for $1,250, from which a 10 per cent finder's fee went to American-International Bus Exchange. Another 3610, yet to be selected, was bought for the same price by the City of Vancouver, Wash. RTD tried to sell equipment to Vancouver some time a go when that city took over a private operation. The city purchased the former operator's buses, instead, but now needs replacements. ABIE arranged this deal, too.

In the past, the District's public information efforts have relied heavily on radio and TV spot commercials. Although about 60 per cent of this year's advertising budget is similarly earmarked, several other approaches will be tried. Newspaper and, for the first time, TV Guide ads will include a mail order coupon for monthly passes. As a followup, direct mail advertising will go to pass and ticket purchasers. Special promotions will be oriented toward major downtown employers and specific lines and communities. A special effort is to be made to reach the Spanish-speaking community through Spanish-language TV Channel 34 and to provide telephone information in the Spanish language. A program of group tours of RTD facilities is to be introduced. A major innovation will be a "Discount Club" through which holders of RTD monthly

CALIFORNIA--SCRTD (CONTINUED)

passes and student cards will be able to purchase merchandise, sporting event tickets, meals, and travel at reduced prices.

Minibus will soon introduce three special models, which may be tested by RTD for Bunker Hill service.

U. S. Secretary of Transportation John Volpe has proposed a federal grant of $30 million for a demonstration transit line between Los Angeles International Airport and the San Fernando Valley. The city would be required to provide $30 million in matching funds. New technical developments (air-cushion, etc.) would be incorporated in the project. RTD would be the operator of the line, regardless of whether it participated (financially or otherwise) in its construction. Volpe indicated that the line would be built elsewhere if suitable arrangements cannot be worked out here.

Twenty RTD lines will be rerouted April 5 in connection with the change of Main and Spring streets in downtown Los Angeles to one-way traffic. Main Street will be northbound only, Spring Street southbound only. Lines 2, 8, 37, 47, 49 and 92, presently using Main, will be unchanged northbound. Lines 2 and 92 will operate southbound via Macy and Spring Streets to 9th. Line 8 will operate southbound from the junction of North Main, Alameda and Ord streets via Ord, New High and Spring to 9th. Line 37 will operate southbound via 5th and Spring to 8th; rush hour Civic Center trips operating via Spring from the Civic Center. Line 47 will operate southbound via 3rd and Spring streets to 9th; line 49 via Spring between 6th and 9th.

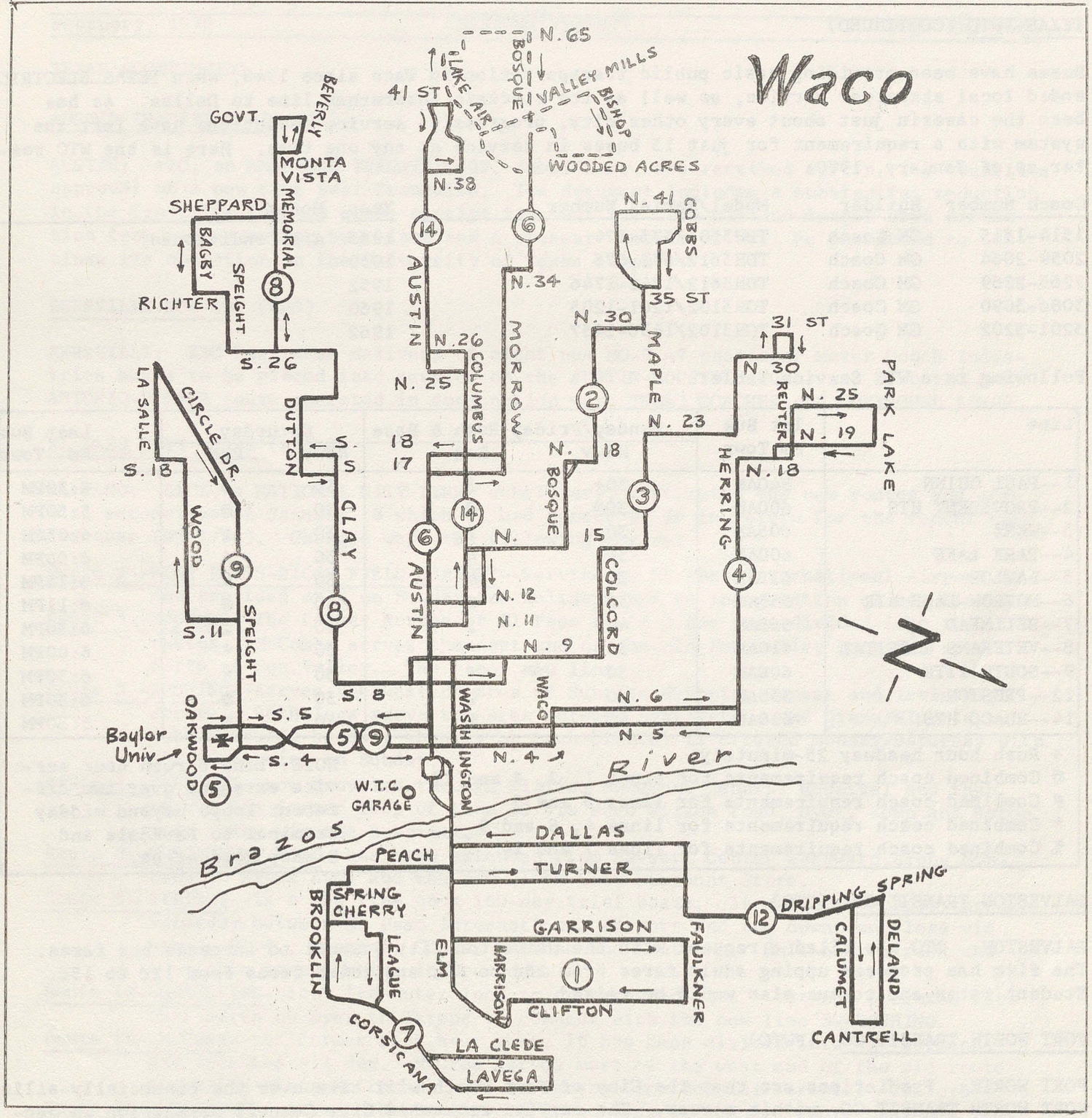
Lines 13, 24, 39, 52, 53, 56, 60, 63, 68, 69, 70, 71, 75 and 177, presently using Spring, will be unchanged southbound. Line 13 will operate northbound via Main to Sunset Blvd. Since New High Street, presently one way northbound will become one way southbound, lines 24 and 56 will be rerouted northbound via Main, Temple and Broadway to Ord. Line 39 will operate northbound via Main and Temple. Lines 52, 63, 68, 69 70 and 71 will operate northbound from 7th and Main via Main to Macy. Lines 53 and 60 will operate northbound via Main between 5th and Macy. Lines 75 and 177 will operate northbound via Main and Macy and Sunset.

The city's Department of Traffic plans to convert additional north/south streets to one way traffic in the Los Angeles CBD. Main and Spring were selected for the first phase because their present configuration (with a junction at 9th) permits the change to be made with a minimum of disruption to present street traffic patterns.

Preliminary December operating results show a net loss for the year 1969 of $518,000, contrasted to net income of $2,964,000 in 1968. Of the 1969 total loss, $460,000 was incurred in December. The poor 1969 showing was due to substantial cost increases with no offsetting fare increase. Sales tax funds, to be available for the first time in 1970, will bring the District back into the black.

FRESNO TRANSIT (FT)

FRESNO: Due to excessive robberies FT went to the Exact Fare plan on January 11. The system currently charges 25¢ adult fares, 5¢ zone increments and a 10¢ child fare; no overpayment script is currently being issued. Grant Electrolock fareboxes have been standard equipment in Fresno since before the city takeover; as a result, no change in equipment was required. Placement into service of the 19 new Flxible 53-seat buses has rendered all of the 36-seat buses and the 5100-series GMC TDH-4509s surplus. All of the 5100s have been sold, as have most of the 3610s and 3612s.



TEXAS

WACO TRANSIT CORP. (WTC)

WACO: Waco, a central Texas city of about 125,000 population, is known chiefly as the home of Baylor University, a major Southern educational institution. Local transit service is provided by the WACO TRANSIT CORP., a subsidiary of CHROMALLOY AMERICAN CORP., whose olive green buses can be seen in a number of medium-sized Southwestern cities, including nearby Austin, Tex., Tucson and Phoenix, Ariz.

TEXAS--WTC (CONTINUED)

Buses have been providing basic public transportation in Waco since 1948, when TEXAS ELECTRIC ended local streetcar service, as well as its electric interurban line to Dallas. As has been the casesin just about every other city, progressive service reductions have left the system with a requirement for just 13 buses in service at any one time. Here is the WTC roster as of January, 1970:

Coach Number	Builder	Model/Serial Number	Year	Notes
1514-1515	GM Coach	TDH3501/373-374	1965	Air-Conditioned
2059-2064	GM Coach	TDH3612/671-676	1950	
2265-2269	GM Coach	TDH3612/1742-1746	1952	
3086-3090	GM Coach	TGH3102/1201-1205	1960	
3201-3202	GM Coach	TGH3102/1436-1437	1962	

Following is a WTC Service Table:

Line	1st Bus Fm Town	Monday/Friday Rush & Base		Saturday		Last Bus Fm Town
		Hdwy	Req	Hdwy	Req	
1--PAUL QUINN	540AM	30+	5	30	5	6:30PM
2--PROVIDENT HTS.	600AM	30@	@	30	@	5:50PM
3--WENZ	605AM	30	2	30	2	6:05PM
4--PARK LAKE	600AM	30	4	30	4	6:00PM
5--BAYLOR	615AM	30	#	30	#	6:15PM
6--MORROW-LAKE AIR	555AM	30	@	30	@	6:11PM
7--BELLMEAD	555AM	40	2	40	2	6:30PM
8--VETERANS HOSPITAL	610AM	30	*	30	*	6:00PM
9--SOUTH 11TH	600AM	30	*	30	*	6:30PM
12--PRESTON	535AM	30	@	30	@	6:30PM
14--HUACO HTS.	630AM	40	%	40	%	5:50PM

\+ Rush hour headway 25-minutely.
@ Combined coach requirements for lines 1, 2, 6 and 12
# Combined coach requirements for lines 3 and 5
* Combined coach requirements for lines 4, 8 and 9
% Combined coach requirements for lines 7 and 14

NOTE: Line 6 rush hour service extended over two different loops beyond midday terminal to Parkdale and Bishop Road areas.

GALVESTON TRANSIT CO. (GTC)

GALVESTON: GTC has filed a request with the Galveston City Council to increase bus fares. The firm has proposed upping adult fares from 25¢ to 30¢ and child fares from 12¢ to 15¢. Student rates and tokens also would be raised.

FORT WORTH TRANSIT CO. (FWTC)

FORT WORTH: Predictions are that the City of Fort Worth will take over the financially-ailing FORT WORTH TRANSIT CO. within a year. The carrier requested City Council permission in January to raise cash fares from 30¢ to 35¢ and student fares from 12¢ to 15¢. It wants also to sell six tokens for $2, instead of the present eight.

Mayor Pro Tem William R. Sarsgard said he regards a city takeover "as virtually inevitable." However, the city has taken only preliminary steps toward putting the city into the transit business, and is seeking assurances from FWTC that it will remain in business until the city can act.

TEXAS (CONTINUED)

AUSTIN TRANSIT CORP. (ATC)

AUSTIN: ATC, an AMERICAN TRANSIT CORP. subsidiary, has received Austin city council's approval of a new five year franchise. The document includes a substantial reduction in the franchise tax and gross receipt tax, but the firm will no longer have protection from new competing bus lines and a present competitor will be permitted to continue its operation on the University of Texas campus.

KERRVILLE BUS CO. (KBC)

KERRVILLE: KBC has taken delivery of eight new MC-7 47-passenger Motor Coach Industries buses to be placed into service on the AUSTIN-HOUSTON route, and also the SAN ANTONIO-DENVER route operated in conjunction with TNM&O COACHES and GREYHOUND LINES.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL, a NATIONAL CITY LINES subsidiary, instituted the new routes and service extensions on January 18 which it had agreed to do in return for the recent fare increase (WT 1/70). Changed were the following routes:

Route 2--FORT BLISS-BIGGS FIELD-AIRPORT--Service to El Paso International Airport is now provided only on Sunday and holidays due to inauguration of new line 9.

Route 3--McCOMBS--The former Northeast El Paso route 3 has been divided into two routes. McCombs serves the east end of the old Sun Valley loop and goes north of Sun Valley. The other new line,

Route 3--RUSHING--serves the western area of Sunrise Shopping Center and Irvin High School. Both legs serve the area between Dyer/Tetons and Diana/Blueridge. A half-hourly headway (hourly on each branch) is offered Monday/Saturday with 60/120 service on Sunday.

Route 4--BEAUMONT--now traveles through William Beaumont General Hospital and then serves the former loop of Line 12 via Fred Wilson road, Dyer, Kemp and Byron retu rning via the hospital.

Route 5--GOVERNMENT HILL--has been extended from Bassett Center eastward along Montana to Sioux Ave. and the new Globe City Discount Store.

Route 9--AIRPORT--is a new line on a 180-day trial basis. It operates Monday through Saturday between El Paso International Airport and the downtown Plaza via Airway Blvd., Montana, Copia, Paisano and Santa Fe. Half-hourly rush and 40-minute base service is provided.

Route 12--GRANDVIEW--lost its outer loop to an extended line 4 but now operates further north on Dyer to Tetons to connect with the new line 3--RUSHING.

Route 16--McCRAE--the former rush hour route 16 has been divided into two segments and operates all day. McCrae serves most of the west end of the old route traveling along McCrae as well as several residential streets. The other,

Route 16--WEDGEWOOD--serves the Candlewood/Sumac area of the old route plus new residential areas along Saigon and Edgemere. Rush hour headways are 25-minutely with 50 on the branches, all service going downtown. During midday both branches operate hourly and terminate at Bassett Center, a regional shopping center on the east side with a transfer necessary to continue downtown.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: An express bus from Dallas Love Field Airport to major downtown hotels and expanded crosstown bus service are under study. DTS officials say they could start an airport-downtown service with available Dreamliner equipment and place an order for

TEXAS--DTS (CONTINUED)

six $50,000 airporter buses to use on a permanent basis. Mayor Erik Jonsson also asked the transit system to consider adding more crosstown lines, particularly one along the east-west Northwest Highway north of downtown Dallas. DTS officials said no crosstown service will pay its cost of operation. DTS at present has only two purely crosstown lines.

Line 63-INDUSTRIAL was extended, effective February 1, 2½ miles from the present terminal of Motor & Irving Blvds., west along Irving to Apricot and Irving, looping via Apricot, Doug, Almond and Irving. After 480 new locked fareboxes are installed, DTS will convert to the Exact Fare system at an estimated cost of $166,000.

O R E G O N

TRI-COUNTY METROPOLITAN TRANSIT DISTRICT (T-CMTD)

PORTLAND: The largest privately-owned city transit system remaining on the West Coast became a public operation last December 1 when operation of the ROSE CITY TRANSIT CO. ceased and the TRI-COUNTY METROPOLITAN TRANSIT DISTRICT took over the 200-bus system. Tri-Met's first act was the settle a labor dispute with the Transit Employes Union local 757, which had been threatening a strike. A new 19-month contract was signed.

Tri-Met, which is considering purchase of up to 150 air conditioned buses, is expected to operate not only Portland city routes but suburban lines in the area as well. Formation of the public agency came about after RCTC and the City of Portland were unable to agree on a proposed fare hike, and the city revoked the RCTC franchise.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS converted, on January 21, two trolley coach routes to diesel bus operation. The routes were 3--NORTH QUEEN ANNE-JEFFERSON PARK and 4--EAST QUEEN ANNE-MONTLAKE. The conversion resulted from requests by the University of Washington that overhead wires be removed from in front of the university hospital on Pacific Street, on the 4 route. Common routing, schedules and service along most of the west end of both routes required that both be converted, according to STS. Together the routes had required 11 trolleys, mostly Pullmans, in the peak period. Both routes had used diesels exclusively after 7:00PM weekdays and Saturdays and all day on Sundays, due to extensions required because of combinations of certain routes during these periods. (Route 3 is extended over Route 31--BEACON while route 4 continues over route 8--RAVENNA). In recent months, both routes have seen extensive use of peak hour diesel trippers using spare 700-series coaches (GMC T8H-5305s). These now provide all service,

Effective with the change, the Pullman trolley coaches (983, 992-1006) have been showing up on other lines, notably the 1--KINNEAR/13--19TH AVE. No scrappings have been announced, but it is believed that the TB fleet will be reduced sufficiently to keep adequate spare parts for the active coaches. Presently about 50 trolleys are required to operate the remaining six routes.

STS hopes to get its long-delayed "Blue Streak" express bus system operational by June. A supplement federal grant of $262,000 has been received. Twenty-six buses will be added to north end routes, and the express service will use the Seattle Freeway

WASHINGTON (CONTINUED)

CITY OF EVERETT TRANSIT SYSTEM

EVERETT: The EVERETT BUS CO. went out of business last December 1, when the city took over operation of the transit system. EBC, operating 36-passenger General Motors coaches, had been locally owned in recent years but at one time the system was a division of PACIFIC CITY LINES. The city plans to finance the buses partially through a household and business tax. Among the buses operated, four are second-hand from SACRAMENTO TRANSIT AUTHORITY: 5657 (TDH3610/1177), 5658 (TDH3610/316), 5660 (TDH3610/389) and 5664 (TDH3610/404).

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: STS' Exact Fare plan went into effect January 1. As a convenience for riders, 25¢ tokens have been placed on sale.

K A N S A S

KANSAS CITY AREA TRANSPORTATION AUTHY.

KANSAS CITY: It now costs 50¢ to ride a bus in Kansas City Mo./Kan.--the highest single fare in the nation. Fares were hiked from 35¢ on January 18, and even this drastic jump will solve the agency's financial problems only for another year or so, KCATA officials said. The Authority is still planning on constructing a $29,450,000 "rapid busway" from downtown Kansas City to the new Kansas City International Airport north of the city. DOT funds will be sought.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of February, 1965)

+LINCOLN BUS LINES, owned by WTS member Bob Burrowes, petitions PUC for permission to establish a new route between Stockton-Rio Vista-Isleton-Sacramento.

+ALAMEDA-CONTRA COSTA TRANSIT DISTRICT retires the last of 2501-series C41GT Macks.

+RAMONA STAGE LINES ends its one route, between Escondido and El Cajon.

+SANTA FE TRANSPORTATION CO., through a series of schedule changes, retires the last of its ACF Brill IC41 coaches used on the LOS ANGELES-BAKERSFIELD route.

O K L A H O M A

CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)

OKLAHOMA CITY: COTPA, which took over operations of the privately-owned CITY BUS CO. three years ago, is looking for a subsidy. Director Bernard Robb said the city council may be asked for funds to prevent a severe reduction in service.

E Q U I P M E N T R E P O R T

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				
Continental Bus System	11509-11513	B & C	05SE/7863-66,7835	Dallas-Brownsville
Denver-Col Sprs-Pueblo	18503-18504	B & C	07SE/2005-2006	Dallas-Billings pool
Cont Rky Mtn Lines	21505-21506	B & C	07SE/2001-2002	Denver-Durango pool
Union Bus Lines	22503-22509	B & C	05SE/7859,60,72, 73,78, 81-83	Dallas-Brownsville pool

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
Greyhound Lines-West	9710-9719	MCI	MC6/-	San Diego-San Ysidro
Airport Coach Svc	214	GM Coach	PD4107/1230	Addn'l info
Long Beach Pub Transp	4577-4581	GM Coach	T6H4521A/496-500	Addn'l info
Oceanside Transp Sys	622-624	GM Coach	T6H4521/-	
Associated Charter Bus	A1363D-A1370D	Intl	Intl1603-Carp/-	24/36 seaters
Community Chtr Bus	C935	Crown	2A-743-11/-	3-axle
USED BUSES				
Sacramento Transit Ath	II 5628	GM Coach	TDH3301A/004	Demonstrator
Community Chtr Bus	116	GM Coach	TD3609/065	Ex-GWTL
	117	GM Coach	TDH3207/018	Ex-GWTL
La Rambla Bus Line	--	GM Coach	TDH3610/263	Ex-SCRTD 6664
Southwest YMCA (LA)	--	GM Coach	TDH3612/1717	Ex-SCRTD 6684
Laguna Transit	511	GM Coach	TDH3714/080	Ex-Oceanside
Anaheim Town Tour	702	GM Coach	TDH4509/2142	Ex-Aztec Bus Lines
	704	GM Coach	TDH4509/2292	Ex-Aztec Bus Lines
	740	GM Coach	PD4104/1263	Ex-Aztec Bus Lines
LA & Pico Rivera Consolidated St Ry	4301	GM Coach	PD4103/661	Ex-WGL 9344
Jack Lietzke Studio (Hollywood)	101-102	GM Coach	PD4103/359,-	Ex-WGL 9372, -
Goodalls Charter Bus	412	GM Coach	PD4104/2816	Ex Goodall 822
Calif Charter Buses	53	GM Coach	PD4104/468	Ex MK&O M538
Knickerbocker Tours	264	GM Coach	PD4104/-	Ex-GLOSF
Jack Rabbit Lines (S.D.)	134	GM Coach	PD4501/555	Ex-WGL 8219
Long Beach Pub Transp	610	Twin	HB35/HP-102	Ex-TITCo
	RLH60	Leyland	MCW/Low Bridge	Ex-London Transport
Synanon	--	GM Coach	TDH4507/1579	Ex-AC Transit 1832
DISPOSITIONS				
LA & Pico Rivera St Ry	19	GM Coach	TD4007/658	To private party
Calif Sightseeing Tour	50	Yellow	PDG4101/037	To Jarrets Bus Sls
1st Bap Church/Pasadena	106	GM Coach	PD4103/1191	To Inglewood Elks
Associated Chtr Bus	208	GM Coach	TD4506/170	To Jarrets Bus Sls
SCRTD	6952	GM Coach	TDH4507/1664	Scrapped
Eastshore Lines	426	GM Coach	TDH4507/1080	To Synanon
	427-428	GM Coach	TDH4507/1084,1093	To U. C.-Davis
Greyhound Lines-West	900-914	GM Coach	TDM4515/101-115	Sold
San Pedro Motor Bus	101	GM Coach	TDH3610/1284	To be scrapped
Highland-Patton Bus Lines, S.Bernardino	22	GM Coach	TDH3610/1611	To Jarrets Bus Sls
	15,19,20	White	798/347646, 321597,321593	To Jarrets Bus Sls
Long Beach Pub Transp	410	White	1140D/367593	To Jarrets Bus Sls
	600	Flx/Twin	F2D-35/50343	To Jarrets Bus Sls
	700	Mack	C49DT/1078	To Jarrets Bus Sls
Salt Lake City Lines	3516-3518	GM Coach	TDH4509/1789-1791	To Union St Ry
	3520	GM Coach	TDH4509/1793	To Union St Ry
	3776	GM Coach	TDH4509/2224	To Union St Ry
Sacramento Tran Authy	5657,58, 60,64	GM Coach	TDH3610/1177,316, 389,404	To Everett, Wash. City Transit