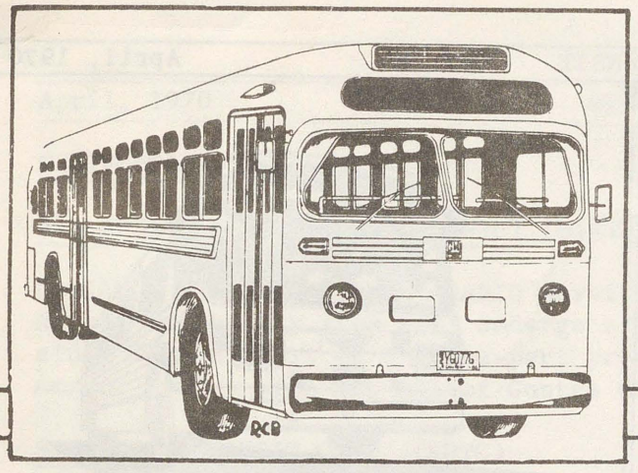


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 4 April, 1970 Twelve Pages

C A L I F O R N I A

BLUE AND WHITE BUS LINES (B&WBL)

LOS ANGELES: B&WBL has instituted its own monthly pass at $8.00 per month, on sale by mail to the company office. Basic fare is 20 cents. New square bus stop signs, white with blue lettering, are now being installed at all bus stops that are shared with SCRTD; the B&WBL sign is placed underneath the RTD triangle.

EASTERN CITIES TRANSIT, INC. (ECT)

LOS ANGELES: ECT has applied to the Public Utilities Commission for a fare increase, from 10¢ to 15¢ straight fare and tokens from 3/25¢ to 2/25¢. The firm also has proposed to add Saturday service to its CITY TERRACE route in addition to extending its operating day from nine to 12 hours. In its petition, ECT claims that without a fare increase its revenue will drop $40,000 annually because of the loss of federal subsidies. The CITY TERRACE route has been financed by the State Transportation Agency since May, 1969 (WT 6/69, 1/70).

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Following its policy of selling coaches over 10 years old, SMMBL sold some of its original Dreamliners. TDH-5301 coaches 5301, 5302 and 5303--the first General Motors fishbowls to be in service west of the Mississippi River in 1959--plus three TDH-4517s bought a year later (4552, 4553, 4554) were sold to a suburban operator in Rochester, Minn.

Coach 4551, also a TDH-4517, was sold to an individual in Monterey, Calif. SMMBL also sold one of its TDH-5105s (5106) to an operator in Hawaii, but the coach met an unfortunate end. On its way to Hawaii by ship, the bus broke loose in the hold and was totally wrecked. The shipper delivered the coach to the buyer with a bill for $2,000 freight charges. There are now only five TDH-5105s remaining on the property (5109-5113) while four others (5101-5104) have been leased to TORRANCE TRANSIT SYSTEM (WT 9/69). The sale of these eight coaches meant that the new T6H-4521As (WT 1/70) could be put into regular service as a shortage of fare boxes restricted them to charter use only during their first two months on the property. The GMC TDH-4801s, numbered 4804, 4805, 4807 and 4808, which had been in storage awaiting sale, have been renovated and placed into service primarily on school trippers.

INTERMARK INVESTING, INC. (II)

LA JOLLA: One of II's major subsidiaries, COMMUNITY ENTERPRISES, INC. of Stanton, has completed acquisition of NORTH BAY CHARTER SERVICE of Petaluma (WT 10/69). NBCS, which operates charter and school buses in Marin and Sonoma Counties, will be integrated into the San Francisco Bay area operations of CEI, which include BAY CITIES BUS SYSTEM and SPECIAL TRANSPORTATION SERVICES, INC., both of Oakland.

WESTERN TRANSIT Vol. 8, No. 4

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.

W. T. S. BUSINESS & EDITORIAL ADDRESS
1167 North Serrano Avenue
Los Angeles, Calif. 90029
Telephone: (213) 465-0522

W. T. S. OFFICERS

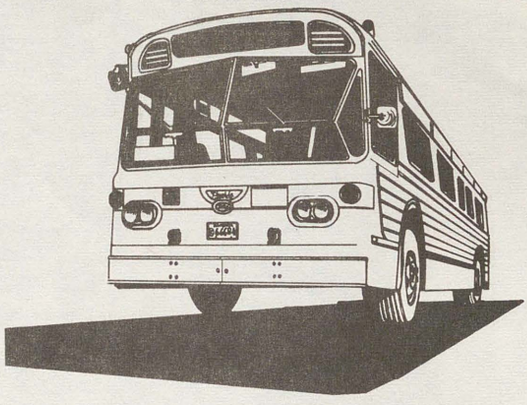
General Manager --Gerald L. Squier
Assistant General Manager --Edmund Buckley
Secretary --Brian Norden

PUBLICATION STAFF

Editor & Publisher --Mac Sebree
Associate Editor/North --Gerald L. Squier
Associate Editor/South --Edmund Buckley

Staff Reporters

Warren F. Quon* Lazear Isreal
Mike Haddock Bob Ayer
Ralph Cantos Neil Bjornsen
Richard Petzoldt Larry Birch
Allen Copeland George Geyer
John Pappas George Mitacek
Henry Leinbach



MEETING NOTICE

May Regular Meeting:

Date: May 10, 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

June Regular Meeting:

Date: June 14, 1970

CALIFORNIA (CONTINUED)

CONTINENTAL WESTERN LINES (CWL) and AMERICAN BUSLINES, INC. (ABL)

SAN FRANCISCO: On March 16 the Trailways operations in San Francisco were moved from the Santa Fe bus station at 44 4th Street to the Trans Bay Transit Terminal at First and Mission streets. The ticket office and baggage/express facilities are located on the lower level of TBT (entering from First or Fremont sts.) and coaches load on Natoma Street facing south. Three CTS routes are involved--CWL's SAN FRANCISCO-LOS ANGELES and ABL's SAN FRANCISCO-SALT LAKE CITY and SAN FRANCISCO-SPARKS (EAST RENO).

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: On February 8 TTS reduced service on two routes and eliminated Line 5--SHOPPERS SPECIAL (WT %/69). One Line 1--LOS ANGELES-TORRANCE two evening round trips were eliminated Monday through Friday, the last trip now leaving Torrance at 8:00PM and Los Angeles at 9:15 PM. Route 7--TORRANCE AIRPORT-LOS ANGELES INTERNATIONAL AIRPORT had its base headway altered from hourly to 90-minutely and rush hour headways lengthened from 30-minutely to 45-minutely. Two coaches, one from the defunct line 5 and a tripper from line 7, were saved as a result of the changes.

CALIFORNIA (CONTINUED)

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: An extension of BARTD service by means of feeder bus routes in the Fremont-Newark-Union City area will undergo a year-long study starting in June. The tri-city study is the first of a three-part program which also is to include the Livermore-Amador Valley area and all of Contra Costa County presently unserved by AC TRANSIT.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC Route 10--CORONADO-IMPERIAL BEACH-SAN YSIDRO began operation March 1 for a 90-day trial period (WT 3/70). Seven-day-a-week base service is hourly with a 30-minute rush hour service Monday through Friday. Service hours Monday through Friday are 5:20AM to 9:15PM, Saturday trips operate between 7:25AM and 7:15PM with Sunday/holiday schedules between 8:30AM and 7:30PM. Assigned coaches are 200-series GMC TDH-5301s and 400-series TDH-4801s.

San Diego was without transit service twice during April. On April 6 SDTC operators went out on strike, the first San Diego transit walkout since 1957. The union had asked for wage increases of88 cents per hour and a two-y ear contract. Present hourly rate is $4.16. SDTC replied by stating that in order to meet the demands it would have to raise fares to 50 or 60 cents, or else raise the tax rate, presently 10 cents per $100 of assessed valuation. Although both sides had offered arbitration, each set terms unacceptable to the other party. On April 8 SDTC obtained a restraining order against the strike, and by 11:00AM that day schedules were back to normal.

The union then succeeded in moving the dispute into federal court. The union's claim to federal jurisdiction was based on the fact that SDTC had accepted a $4 million subsidy from the federal government in its original purchase of the bus system from the privately-owned SAN DIEGO TRANSIT SYSTEM in 1967. On April 17, Federal District Judge Edward Schwartz denied a SDTC request for an injunction to prohibit a new workstoppage, and the operators again walked out early April 18.

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: Saturday schedules were reduced by SATC on March 1. Line 3--SOUTH MAIN was reduced from half-hourly to hourly and combined for operational purposes with line 7--SOUTH FLOWER which retained its hourly headway using one bus. Line 4--SULLIVAN, 5--NORTH BROADWAY and 6--HONER PLAZA all were reduced from hourly to 90-minutely and all are now served by one bus. Saturday vehicle requirements were thus reduced from three to two. Lines 3 and 4 also received minor route adjustments. Due to the recent inauguration of one-way streets in downtown Santa Ana and with the beginning of construction of a pedestrian mall on Fourth Street (main downtown shopping street), all SATC routes as well as all SOUTH COAST TRANSIT CORP. routes have been rerouted in the downtown area. SATC lines 3, 5, 6, 7 and SCTC"s SANTA ANA-BALBOA, SANTA ANA-LAGUNA BEACH and EL MODENA-SANTA ANA-HUNTINGTON BEACH routes now have their main pickup point on Broadway just north of Fourth heading north while SATC line 4 loads just across the street on Broadway heading south.

SANTA ROSA MUNICIPAL BUS SERVICE (SRMBS)

SANTA ROSA: On February 16, SRMBS Line 3--CODDINGTOWN was rerouted on its north end to travel along Cleveland Ave., Russell Ave. and Piner Road from the Coddingtown Shopping Center to the new K-Mart Shopping Center, also serving Coddingtown Airport.

CALIFORNIA (CONTINUED)

AIRPORTER (AP)

SAN FRANCISCO: AIRPORTER, a division of AIRPORT TRANSIT OF CALIFORNIA, INC., is the new name of the former BARRETT TRANSPORTATION, INC. Since the demise of SAN MATEO-BURLINGAME TRANSIT CO. (WT 12/69), which had been operating the free San Francisco International Airport parking lot shuttle service, AP has repainted at least two of its Minibuses (417 and 419) into the SAN FRANCISCO MUNICIPAL RAILWAY paint scheme of Red, Yellow and White (a requirement of the contract) and is using these coaches to provide the service.

BROCK BUS LINES (BBL)

LOS ANGELES: BBL's free shuttle bus operation under contract with Queen of Angels hospital has received a route extension. After leaving the hospital going northbound on Waterloo, the line goes east on Kent, north on Rosemont and east on Sunset to Alvarado, then south to Temple and the former route (WT 4/69).

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Effective April 5 with the conversion of Main and Spring streets in downtown Los Angeles to one-way operation, GMBL Line 1--LOS ANGELES-GARDENA was rerouted. Northbound there was no change: via Main and into the Trailways station at Sixth & Main. Southbound, however, coaches now travel via Sixth, Los Angeles St. and Olympic Blvd. to Main. As a result the last inbound street stop (Seventh & Main) was eliminated as well as outbound stops between the Trailways station and 11th & Main.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: BMTS, on April 1, increased its basic fare from 25¢ to 30¢ for travel within the city and 40¢ for a ride beyond the city limits. The former fare was flat. At the same time as the increase, a "Save-A-Ride" card priced at 11 rides for $3.00 was introduced. The Ride-N-Shop card (ride home free plan) has been restricted to only those passenger residing within the 30¢ fare zone. The fare increase was accompanied by service curtailments; evening service after 6:45PM was eliminated, as was all Sunday service which had consisted of two buses traversing all or part of three routes.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Effective March 1, coaches 2042-2049 (GMC TDH-5103s) were transferred from Division 3 (Richmond) to Division 4 (Seminary). In return, Division 3 received the following TDH-4507s from Division 4: 1846, 1847, 1851, 1852, 1853, 1854, 1855 and 1848. This move was made to satisfy an urgent need for 51-passenger equipment on the K-R-S Bay Bride lines during peak hours.

Coach 1780 (GMC TDH4507/1511) is in the process of being scrapped for parts at Division 2 after an in-yard accident last December.

The following changes in service became effective with the Division signup on March 1, 2 and 7:

Line T--SAN FRANCISCO-TREASURE ISLAND/OAKLAND-TREASURE ISLAND--Service route extended to operate through housing area on Treasure Island.

Line 56--SEMINARY AVE.--Route extended into Oakland Naval Hospital grounds to a new

CALIFORNIA--ACCTD (CONTINUED)

hospital complex.

Line 68--GARVIN AVE.-BARRETT AVE.--Weekday and Saturday rerouted to operate via Garvin, 23rd St., Gaynor, 20th St., Pennsylvania, 19th St., Barrett Ave. to 10th St. in both directions. The change was made necessary due to the closing of Penn Ave. for a BARTD station.

SIERRA LINES (SL)

LAFAYETTE: Two of the GMC TDH-3612 coaches that SL acquired from COUNTY TRANSIT LINES late last year have been sold to private individuals. Coach 91 (TDH3612/1901) was sold to an individual for conversion into a house; coach 90 (TDH3612/1900) has a new home at Grants Pass, Ore., where it is undergoing conversion into a house car. On March 27 SL took delivery of Greyhound Lines coach 7603 (PD4104/4776). This coach sustained heavy right side damage in a wreck while in service as a baggage combination coach. SL plans to scrap the coach and use parts for rebuilding its coach 707 (ex-AMADOR STAGE LINES 707, PD4104/315) which was acquired in December, 1969.

FRESNO TRANSIT (FT)

FRESNO: FT has changed the names of its routes to reflect current geographical usage. Many of the line names had been in use since the streetcar days of the 1930s; how many people, for instance, know where "Recreation" is or was? Probably very few, but that was the official name of the East Ventura line. Here is a list of the old and new route names:

Line	Old Name	New Name
1	RECREATION-WISHON-FSC	EASTGATE-GENERAL HOSPITAL-CITY COLLEGE-STATE COLLEGE
2	WEST AVE.-PINEDALE	HUGHES AVE.-WEST AVE.-PALM AVE.-BLACKSTONE AVE.
3	WEST CALIFORNIA-EAST BELMONT-EAST HARVEY	EAST BELMONT AVE.-WEST CALIFORNIA AVE.
4	EAST TULARE-EAST McKENZIE-NORTH FRUIT	EAST TULARE ST.-NORTH FRUIT AVE.
5	C ST.-NORTH FRESNO-FSC	ELM AVE.-C ST.-VETERANS HOSPITAL-FSC
6	HAZELWOOD-CITY COLLEGE-EAST PRINCETON	FAIRGROUNDS-CITY COLLEGE-EAST CLINTON
7	MAYFAIR-MODOC DUNN	MAYFAIR-TRINITY CENTER
8	ROEDING PARK-CEMETERIES	No change

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: San Franciscans found themselves without local transportation for 3½ days in mid-March; probably the first such work stoppage of any local transit in The City since the takeover of MARKET STREET RAILWAY in 1944. A coalition of other city employes, including maintenance workers, picketed Muni and other city facilities, and Muni operators honored the picket lines. The strike commenced at 12:01AM on March 13; not a single SFMRy wheel turned on Friday, Saturday or Sunday. But on Monday, labor and city official reached an agreement, and picket lines were removed from all locations permitting Muni buses and cars to enter the streets shortly before noon. It was Tuesday morning before operations returned to normal.

Last month we reported that the 59--POWELL-MASON cable car line was temporarily shut down for 20 days for repairs and replacement of curves. Actually, the shutdown began on Sunday, Feb. 22, and ended on Saturday, March 28, for a total of 35 days.

CALIFORNIA (CONTINUED)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Extracar Week was observed in Pasadena March 23-28 in the first of a projected series of community promotions. Special take-one folders and local newspaper ads featured a map of RTD routes in and around Pasadena. Lapel pins given by RTD operators to their passengers were good for discounts and the like at participating business establishments.

A series of new TV commercials has been filmed for RTD. There are five basic films in the series, but each has three different endings. Bus 6052 "stars" in all 15 versions. The sound tracks of the District's previous television films also were used in radio, but an entirely different set of radio spots has now been pr duced.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of April, 1965)

+AC TRANSIT retires the last 26 of its C41GT 2501-2560 series Mack coaches and becomes an all diesel, all GMC property.

+SAN FRANCISCO MUNICIPAL RAILWAY establishes a new experimental route 77--BROTHERHOOD WAY to operate Sundays and holidays in the Lake Merced district. All cable car lines replaced temporarily to permit a complete overhaul of the system; Mack C49DTs 2620-2648 substituted on all three lines.

+SCRTD establishes a new route: 45--SANTA ANA-LAGUNA HILLS LEISURE WORLD to operate three round trips, six days a week.

The RTD and other agencies have been studying use of Dodger Stadium's parking facilities for commuter parking, with special park-ride bus service proposed between Dodger Stadium and the Civic Center. An application has been filed with the Urban Mass Transportation Administration for a demonstration grant in connection with this project. One possible difficulty: those few occasions when weekday afternoon games are played at Dodger Stadium.

Bids are being taken for the purchase of 200 heavy-duty city transit 51-seat buses with air conditioning. The specifications are such that both Flxible and General Motors are expected to bid. Inasmuch as RTD is attempting to secure a Federal capital grant for half of the cost of these buses, th specifications must be approved by the Urban Mass Transportation Administration.

As WT readers know, RTD monthly passes are sold at a great many locations throughout the District's service area. Heretofore, the only sales outlet in Hollywood was at the office of the Citizen-News. That newspaper recently notified RTD that the existing arrangement was being terminated immediately. The Citizen-News would have been willing to continue selling the passes at a higher commission (5% instead of 3%), but the former arrangement had not been entirely successful because of the newspaper's location on a side street. It was too late to secure a new permanent arrangement for the sale of April passes, so these were sold from a rented trailer in the parking lot adjacent to the Citizen-News. The District has now leased space in the Pantages Theatre Building (just east of Hollywood & Vine) for a new ticket office. This will be a full-service ticket office (passes, tickets, tokens, refunds, etc.), manned by RTD personnel. It is an experiment to determine the effectiveness of such an operation and may, if successful, be copied in other communities.

Since the establishment of Line 100--CENTURY BLVD., ATKINSON TRANSPORTATION CO., SOUTH LOS ANGELES TRANSPORTATION CO., and their successor, BLUE AND WHITE BUS CO. of Watts, have received diversion payments as compensation for former patronage of their lines lost to the new RTD line. Since withdrawal of the State Transportation-Employment

CALIFORNIA--SCRTD (CONTINUED)

Project from participation in line 100's operation, the RTD has continued these diversion payments, averaging about $500 a month for the past year. The RTD board has approved a year's renewal of this contract, which expired March 29. However, at last report, Blue and White had not agreed to the renewal, claiming that the actual loss of revenue was greater than the present monthly payment. RTD's position is that any further loss of Blue and White patronage is the result of a fare increase, rather than diversion to line 100. RTD had suggested the possibility of buying out Blue and White, but had been unable to negotiate a price.

The District is filing with the Department of Transportation an application for a demonstration grant to develop and test on an RTD bus in conjunction with the Power Systems Division of North American Rockwell Corp. a new diesel engine exhaust emission control system which will reduce or eliminate smoke and odor and reduce oxides of nitrogen and noise. UMTA Administrator Carlos Villareal had asked RTD's general manager to contact North American Rockwell regarding this project. The new system, utilizing a catalytic muffler, is the only one that would control the emission of nitrous oxides. RTD also has indicated that it would like to test a steam bus by asking to be included in the Assembly Transportation Committee's application to the UMTA for a federal demonstration grant to develop and test steam engines for public transit bus operation. RTD would make one bus (reportedly at 6000) available for experimental conversion for two years. SAN FRANCISCO MUNICIPAL RAILWAY and AC TRANSIT would also participate in the program.

The following coaches have been repainted in the District's Saddle Tan, Champagne Gold and White color scheme since our last report: 5102, 5103, 5111, 5116, 5123, 5132, 5143, 5149, 5203, 5204, 5205, 5206, 5207, 5208, 5212, 5241, 5244, 5247, 5300, 5509, 5511.

W A S H I N G T O N

WESTOURS, INC.(WT)

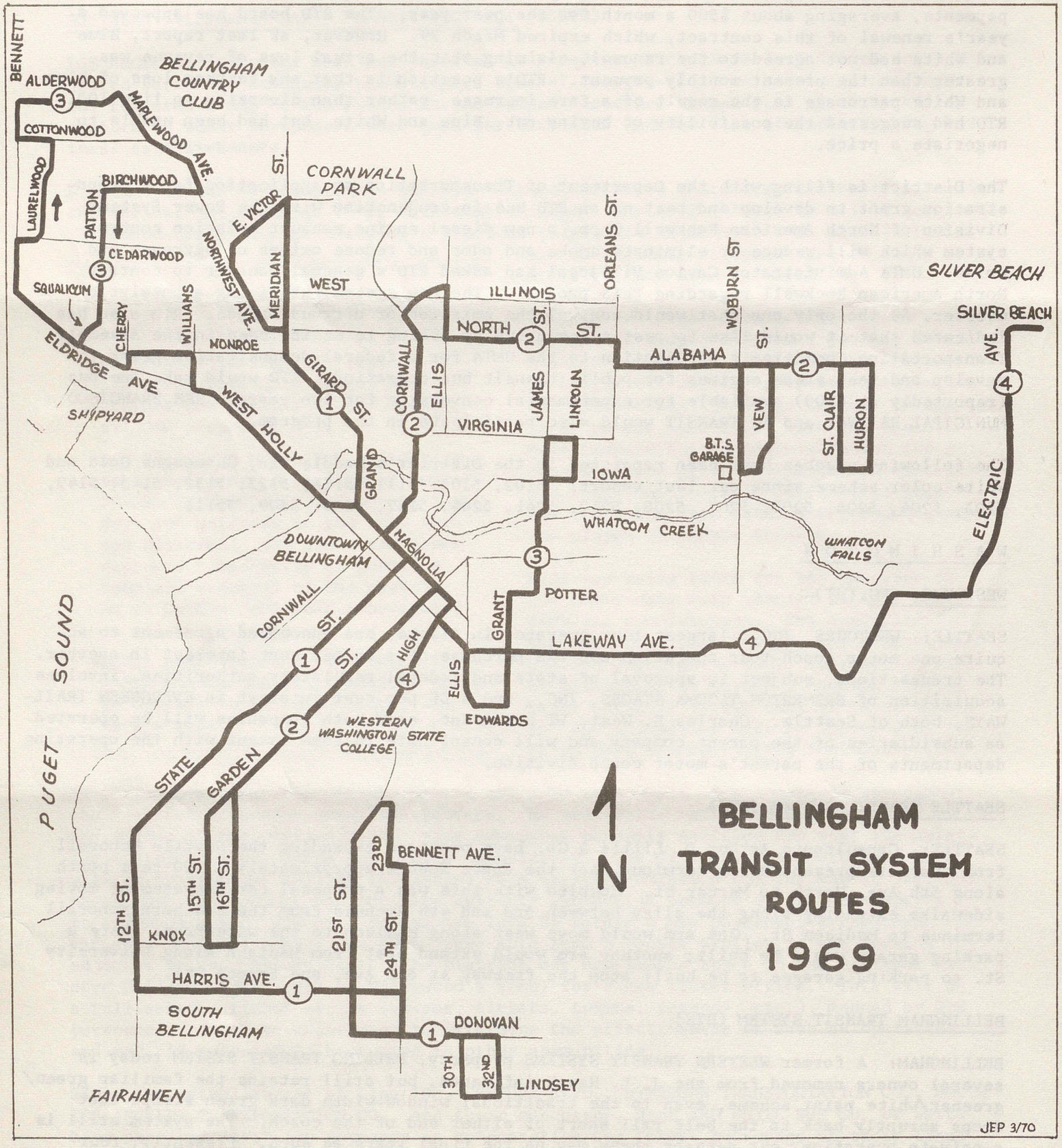
SEATTLE: WESTOURS, INC., largest tour operator in Alaska, has announced agreement to acquire one motor coach-tour operation and the purchase of a 50 per cent interest in another. The transactions, subject to approval of state and federal regulatory authorities, involves acquisition of BREMERTON-TACOMA STAGES, INC., and a 50 per cent interest in EVERGREEN TRAILWAYS, both of Seattle. Charles B. West, WT president, said both companies will be operated as subsidiaries of the parent company and will consolidate to some extent with the operating departments of the parent's motor coach division.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Consultants Arthur D. Little & Co. have proposed extending the Seattle Monorail from near its present north terminus near the Space Needle approximately 1,400 feet north along 5th Ave. North to Mercer St. Coupled with this was a proposal for a system of moving sidewalks extending along the alley between 3rd and 4th Avenues from the southern Monorail terminus to Madison St. One arm would move west along Madison to the waterfront where a parking garage would be built; another arm would extend east from Madison along University St. to parking garages to be built atop the freeway at 6th Ave. and Seneca Sts.

BELLINGHAM TRANSIT SYSTEM (BTS)

BELLINGHAM: A former WESTERN TRANSIT SYSTEMS property, BELLING TRANSIT SYSTEM today is several owners removed from the J. L. Haugh influence, but still retains the familiar green/greener/white paint scheme, even to the traditional window-width dark green stripe that drops abruptly back to the belt rail short of either end of the coach. The system still is a private operation, but perhaps these may be the final years as such. Presently, four


BENNETT
ALDERWOOD
BELLINGHAM COUNTRY CLUB
COTTONWOOD
MAPLEWOOD AVE.
LAUREL WOOD
BIRCHWOOD
PATTON
CEDARWOOD
SQUALICUM
CHERRY
WILLIAMS
NORTHWEST AVE.
E. VICTOR ST.
MERIDIAN
CORNWALL PARK
ELDRIDGE AVE
MONROE
WEST HOLLY
SHIPYARD
GIRARD ST.
GRAND
CORNWALL
ELLIS
WEST ILLINOIS
NORTH ST.
VIRGINIA
JAMES
LINCOLN
ORLEANS ST.
ALABAMA
WOBURN ST.
YEW
ST. CLAIR
HURON
B.T.S. GARAGE
IOWA
SILVER BEACH
SILVER BEACH AVE.
ELECTRIC
WHATCOM CREEK
WHATCOM FALLS
DOWNTOWN BELLINGHAM
MAGNOLIA
POTTER
GRANT
LAKEWAY AVE.
CORNWALL AVE.
HIGH
ELLIS
EDWARDS
WESTERN WASHINGTON STATE COLLEGE
PUGET SOUND
STATE
GARDEN
12TH ST.
15TH ST.
16TH ST.
KNOX
HARRIS AVE.
SOUTH BELLINGHAM
21ST ST.
23RD
BENNETT AVE.
24TH ST.
DONOVAN
30TH
32ND
LINDSEY
FAIRHAVEN
N
BELLINGHAM
TRANSIT SYSTEM
ROUTES
1969
JEP 3/70

WASHINGTON--BTS (CONTINUED)

lines are operated, all of which are through-routed. There are 22 buses on the property. Seven are required to operate the four routes and the rest are used for school work, charters and on intercity service which is operated under the name of BELLINGHAM-SUMAS STAGES. A detailed analysis of service and equipment follows:

Route	WEEKDAY				SATURDAY			
	First Coach	Hdwy	Req	Last Coach	First Coach	Hdwy	Req	Last Coach
1--SOUTH BELLINGHAM	610AM	30	1	730PM	730AM	30*	1	630PM
1--EAST VICTOR-MERIDIAN	620AM	30	1	700PM	650AM	30*	1	600PM
2--ALABAMA-EAST ILLINOIS	630AM	30	1	730PM	710AM	30*	1	630PM
2--GARDEN ST.-15TH-16TH	620AM	30	1	700PM	650AM	30*	1	600PM
3--BIRCHWOOD-ELDRIDGE AVE.	610AM	30	1	630PM	710AM	30*	1	630PM
3--YORK-JAMES	650AM	60	1	600PM	650AM	60	1	600PM
4-SILVER BEACH-LAKEWAY	700AM	60	1	630PM	800AM	60	1	630PM
4--COLLEGE	720AM	30	@	600PM	850AM	30*	@	600PM

*--Saturday headways are 60 minutes from the start of service until around 11:30AM.
@--Every other trip on Line 3--BIRCHWOOD-ELDRIDGE operates through to line 4--COLLEGE and vice versa. Lines 3 and 4 together require a total of 3 buses.

Here is the BTS roster:

Coach Number	Builder	Model/Serial Number	Year	Notes
102	GM Coach	TGH2708/254		
103	GM Coach	TGH3102/800		
106	GM Coach	TGH2708/256		
107	GM Coach	TGH2708/258		
109	GM Coach	TD4506/296		Ex-Portland
110	GM Coach	TGH3102/801		
112	GM Coach	TGH2708/261		
117	GM Coach	TGH2708/079	1949	
212	GM Coach	PDA3703/586		
1129	GM Coach	TD4502/308		Ex Portland, mech.trans.
2631	GM Coach	TDH3610/080	1946	Ex-Spokane City Lines
2632	GM Coach	TDH3610/081	1946	Ex-Spokane City Lines
2635	GM Coach	TDH3610/084	1946	Ex-Spokane City Lines
2637	GM Coach	TDH3610/086	1946	Ex-Spokane City Lines
2641	GM Coach	TDH3610/090	1946	Ex-Spokane City Lines
2644	GM Coach	TDH3610/093	1946	Ex-Spokane City Lines
Unnum	GM Coach	TDH3610/884	1947	Ex-Yakima
5604	GM Coach	TD3609/135	1946	

Plus four ex-GREYHOUND PD-3751 Silversides.

The 2708s and one 3102 are painted in the aforementioned METROPOLITAN COACH LINES/SAN DIEGO TRANSIT SYSTEM design, while the other 3102 bears a modified (and now standard) version wherein the dark green is applied as a two-inch band along the belt rail all the way around with white above and light green below. The ex-Spokane 3610s retain their former paint jobs (standard NCL green and white but with red belt rails) as well as their former numbers.

WASHINGTON (CONTINUED)

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: Two years ago Seattle voters rejected a rapid transit proposal. Next month, the issue will again come before the electors in a May 19 election to determine the fate of a $440 million rail/bus system. At this point, the outcome is rated a tossup. A recent poll taken on the Eastside (Kirkland, Bellevue, Mercer Island, etc.) showed the voters in favor of the idea by a majority of 68.3 per cent. On the other hand, layoffs at the giant Boeing Co. and the fiasco over the loss of Seattle's major league baseball club (after the voters had previously passed a bond issue to renovate the ball park) indicate that any large-scale spending program would have tough sledding with the voters this year.

Eastimated cost of the comprehensive rapid transit system, which probably would be operated by STS once built, is $1.321 billion, with the federal government expected to put up two-thirds of the cost. If the plan is approved, officials plan to begin making immediate improvements to the bus services in the metropolitan Seattle area, with possible consolidation of the privately-owned suburban services with the city-owned STS. At the same time, planners would begin engineering work on a rapid transit system would by 1985 would include 49 miles of rail and exclusive busways.

BREMERTON-CHARLESTON TRANSPORTATION CO. (BCTC)

BREMERTON: BCTC drivers have reached agreement with the company on a new contract which includes a 25¢ an hour pay raise spread over six months and an increase in fringe benefits. Meanwhile, company officials have met with the city of Bremerton in an attempt to work out a subsidy program, or possibly a city takeover. It had been feared that city bus service would cease at the end of April, but the company has agreed to continue service beyond that date while a rescue plan is worked out.

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: On March 2 base service on line 16--McCRAE-WEDGEWOOD was reduced from half-hourly to 45-minutely with rush hour service remaining intact. Further service reductions came later in the month: on March 29 service was reduced on line 3- and line 9--AIRPORT was discontinued altogether. This was the route instituted for a trial period as the result of the recent fare increase (WT 2/70). Line 3--McCOMBS-RUSHING was revised so that the portion of the Rushing route via Fred Wilson and Dyer avenues was eliminated and the portion of the Rushing route above Dyer and Tetons now operates as a shuttle with the old Sun Valley loop restored; buses alternate direction around the loop.

EPCL is getting more air-conditioned equipment. Nineteen out of 20 former MOBILE CITY LINES coaches, 3984-4003 (GMC TDH4517s) have arrived after being rendered surplus in Mobile as the result of a city takeover of the NATIONAL CITY LINES property.

Arrival of the Mobile units has jammed EPCL's yard to the gills. There are now 125 coaches on the property; 75 are licensed and the remainder apparently in storage. Active buses include 3677, 3683, 3821, one other ex-Tulsa 3820-series, 3964-3975, 3977-3978, 3980-3983, 4087-88, 4089 or 90, 4091-4096, 4098-4100, 4102-4108, 4110-4111, 4127-4133 and 4164-4188 (see WT 7/69 for complete roster details). Stored buses include 3055, 3058, 4109 and probably 3349 and 4101; these are not in operating condition. All other coaches in storage could be used.

FINANCIAL STATEMENT -- 1969

UNITED TRANSIT BOOSTERS
(Now Western Transit Society)
Income Statement
For the year ended December 31, 1969:

Operating Revenue:			
Dues:			
Regular	$236.00		
Equip. Prvn	42.00	$278.00	
Excursions		221.75	
Publication			
Subscriptions	75.00		
Sale back iss	73.30	148.30	
Auctions		2.25	
Miscellaneous		56.00	
Total Revenue			$706.30
Less--Operating Expenses:			
Office		161.84	
Excursions		199.27	
Publication		39.56	
Equipment preservation		3.00	
Total Expenses			403.67
NET INCOME			$302.63

Balance Sheet
December 31, 1969

Assets

Cash:		
In bank	$301.66	
Equipment Preservation Fund	195.00	$496.66
Accts Receivable		4.17
Sundry Assets:		
Library Acquisitions		169.00
Fixed Assets:		
Preserved Transit Equipment (GCL 8608)		436.15
Total assets		$1,105.98

Liabilities and Net Worth

Liabilities		-0-
Net Worth		
Retained Earnings	679.71	
Paid-in surplus	426.27	
TOTAL LIABILITIES AND NET WORTH		$1,105.98

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

U T A H

LAKE SHORE MOTOR COACH LINES (LSMCL)

SALT LAKE CITY: That last thing that had been reported about LSMCL in these pages was the fact that the company had, several years ago, been sold to NATIONAL CITY LINES, and that LSMCL maintenance and management had been merged with the then NCL-owned SALT LAKE CITY LINES.

In the interim, NCL sold SLCL to the UNION STREET RAILWAY CO., along with LCMCL. In the spring of 1969 USRy arranged for an operating subsidy for the Salt Lake County operations. Because Lake Shore's Salt Lake City-Ogden route went outside of Salt Lake County, the terms of the contract called for divorcing the Lake Shore operations from that of the city lines. As a result, LSMCL was sold to COOK TRANSPORTATION CO. of Logan, Utah. In January of 1970, LSMCL was sold to OGDEN BUS LINES: Utah Public Commission approval of the sale was received in late March.

LSMCL operates 11 round trips on its 37-mile SALT LAKE CITY-OGDEN route, plus additional commute trips with short-turn service from both cities. Five GMC TDH-3501 buses have been leased from COUNTY TRANSIT LINES, where they ran in the Walnut Creek-Concord area of California, and are now operating most schedules for LSMCL. The OBL/LSMCL combination, with its interstate rights and 60 buses, is now the second largest bus company with headquarters in Utah. Although no schedule changes have yet been made, present operations are under study by the new management with an eye toward improvements.

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				
Kern Co. Bus System	3945	GM Coach	5500 Diesel-Wayne/	66-seat
	4001	Crown	A743-11/-	53/77-seat
Associated Charter Bus Co.	A4275D-A4278D	Crown	A426-11/-,35866, 35867,-	Addn'l Info
	A1371G-A1375G	Intnl	Intl 1603-Carp/-	
Anzac Transp (Gallup)	5	GM Coach	S6M4503A/001	
Allen Transp Co.	705	GM Coach	PD4905/056	
Roes Charter	424	GM Coach	PD4905/070	
USED BUSES				
Sierra Lines (Walnut Ck)	289	GM Coach	PD4104/2578	Ex-GLOSF 289
North Bay Charter (Petaluma)	127	GM Coach	PD4106/2658	Ex-CCBS 127
Hamman Stages(Salem,Ore)	40	GM Coach	PD4106/406	Ex-TNM&O L617
Gt Western Stage Lines	Unnum	GM Coach	PD4104/226	Ex-GLOSF 233
San Clemente Stages	2106	GM Coach	TDH5103/313	Ex-SCRTD 2836
Community Chtr Bus Sys	2108,2116	GM Coach	TDH5103/303,554	Ex-SCRTD 2826,6423
Pacific Scenic Lines	118	GM Coach	TDH5103/537	Ex-SCRTD 6406
Synanon	938B	GM Coach	TDH4801/401	Ex-SMMBL 4803
Southwest YMCA (LA)	Unnum	GM Coach	TDH3612/1143	Ex-SCRTD 6683,Corrn
Golden St Chtr Bus	144	Flxible	571-KE-F6-1/FX109	Ex-Studio 144
	223-225	GM Coach	PD4106/480,-,-	Ex-PSL 101,-,-
Storer Transp Co.	Unknown	B & C	01SE/6194	Ex-ABL-LA 25713
Charter Bus Transp System	G3154G	Bluebird	Sch bus/50994	Ex-Patchett Bus Co.
	G3159G-G3161G	Bluebird	Sch bus/47092,93, 96	Ex-Patchett L28, L26, L29
	G3181D	Dodge	Sch bus/40-1319116	73 seats
Leisure Sightseeing	90	GM Coach	PD4104/-	Ex-Greyhound
DISPOSITIONS				
Associated Chtr Bus	A2162D-A2167D	Dodge	Diesel 500-Wayne/	To Crown for sale
Continental Bus Sys	11107,20,21	GM Coach	PD4104/2336,1985,1986	To unknown
Continental Dixie	12727	B & C	SE01/6393	Retired
Santa Monica	4551	GM Coach	TDH4517/137	To Monterey party
Municipal Bus Lines	4552-4554	GM Coach	TDH4517/138-140	To Rochester, Minn.
	5301-5303	GM Coach	TDH5301/178-180	To Rochester, Minn.
Continental Bus Sys	1801-1804	Kass	GE/27730,69,68,58	To unknown
Long Beach PTCo.	610	Twin		To unknown

ROHR CORP. SEEKS FLXIBLE

CHULA VISTA: The Rohr Corp. of California, the aerospace firm which recently entered the city transit field in its successful bid to build 250 rail rapid transit cars for BAY AREA RAPID TRANSIT DISTRICT, has announced that it is seeking to purchase the Flxible Co. of Loudonville, Ohio, manufacturer of city and suburban motor coach equipment.