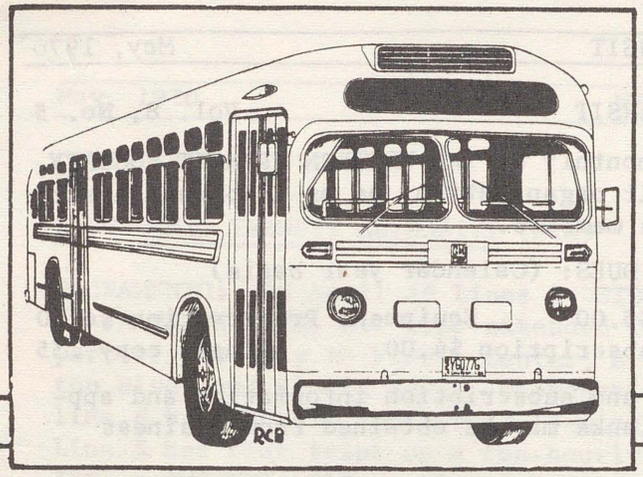


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 5 May, 1970 Twelve Pages

C A L I F O R N I A

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

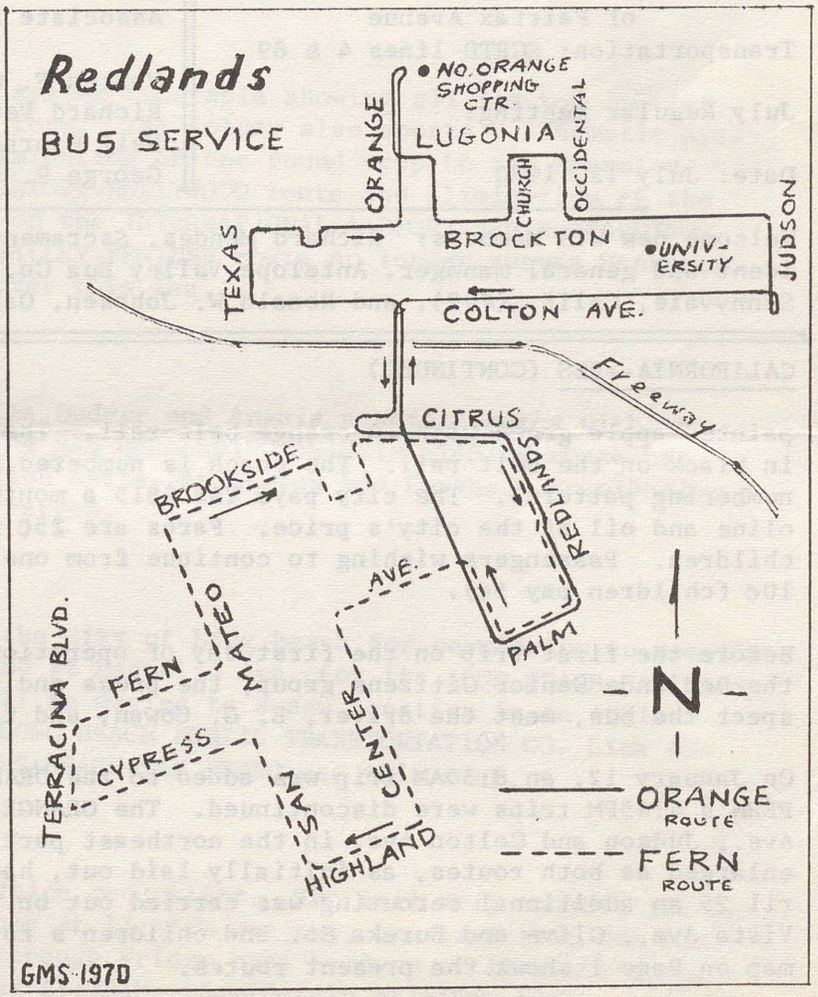
LOS ANGELES: Effective April 5 with the inauguration of one-way streets in downtown Los Angeles, CWL and ABL routes were adjusted. The SEATTLE-LOS ANGELES and SAN FRANCISCO-LOS ANGELES routes now arrive in Los Angeles via south on Spring, east on Seventh and north on Main to the Trailways Depot at Sixth and Main. Buses arriving from Salt Lake City, Albuquerque and El Paso travel south on Los Angeles St., west on Seventh and north on Main. All outbound schedules use Los Angeles St. as before. On April 25 all Trailways companies in California increased passenger fares and package express rates to the same level as present GREYHOUND LINES-WEST fares.

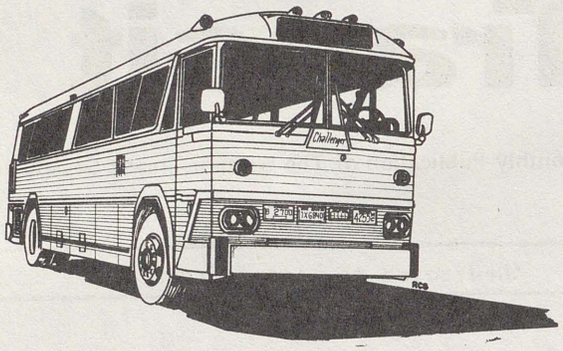
REDLANDS BUS SERVICE (RBS)

REDLANDS: For the first time in years, Redlands now has a local bus service. On December 19, 1969, RBS, operated by YUCAIPA BUS SERVICE with a financial assist from the City of Redlands, began transit service over two routes six days a week.

Both the ORANGE route (north side) and the FERN route (south side) begin and end at Sage's Market, located in the Citrus Village Shopping Center at Redlands Blvd. and Palm Ave. Initial schedules called for six trips on the ORANGE route leaving Sage's at 9:15AM, 10:45AM, 1:00PM, 2:30PM, 4:00PM and 5:00PM. Starting times on the FERN route were 10:00AM, 11:30AM, 1:45PM, 3:15PM and 4:45PM. One bus is required, alternating between the two routes throughout the day with one hour off for the driver's lunch.

The bus used in this service is a 16-seat International 1600/Carpenter





MEETING NOTICE

June Regular Meeting:

Date: June 14, 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

July Regular Meeting:

Date: July 12, 1970

WESTERN TRANSIT Vol. 8, No. 5

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Welcome new WTS Members: Richard Mendes, Sacramento (#90), James A. Carter, vice president and general manager, Antelope Valley Bus Co., Lancaster (#91), Robert P. Townley. Sunnyvale, Calif. (#92), and Ronald W. Johnsen, Oakland, Calif. (#93).

CALIFORNIA--RBS (CONTINUED)

painted apple green with an orange belt rail. The name REDLANDS BUS SERVICE is lettered in black on the belt rail. The coach is numbered 34 (presumably in YUCAIPA BUS SERVICE's numbering pattern). The city pays YBS $815 a month and permits the firm to purchase gasoline and oil at the city's price. Fares are 25¢ for adults and 10¢ (initially 15¢) for children. Passengers wishing to continue from one route to the other pay a surcharge of 10¢ (children pay 5¢).

Before the first trip on the first day of operation, members of the Redlands City Council, the Redlands Senior Citizens group, the press and public were given an opportunity to inspect the bus, meet the driver, E. G. Cowan, and take pictures.

On January 12, an 8:30AM trip was added to the ORANGE route and its 5:30PM as well as FERN's 4:45PM trips were discontinued. The ORANGE route also was extended along Brockton Ave., Judson and Colton Ave. in the northeast part of the city. The FERN route also was enlarged as both routes, as initially laid out, had too much slack running time. On April 25 an additional rerouting was carried out on the FERN route, extending it along Buena Vista Ave., Olive and Eureka St. and children's fares were reduced from 15¢ to 10¢. The map on Page 1 shows the present routes.

CALIFORNIA (CONTINUED)

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On April 26 Lines 5--STOCKTON BLVD., 6--24TH STREET-FREEPORT BLVD. and 7--FRANKLIN BLVD. all were extended from their previous terminals in the southeast part of the city to Florin Center, a large regional shopping center located at Stockton Blvd. and Florin Road. Weekdays, Line 5 runs on a combined 25-minutely headway, line 6 half-hourly and line 7 15-minutely. On Saturdays all lines run half-hourly. Line 5 has four trips on a two-hourly headway on Sundays. On Sunday, April 26, bus 306, a GMC TDH-4519 on Line 5 Run 3 was the first bus to operate into the Center. WTS members John McKane (and Mrs. McKane), Richard Mendes and Edmund Buckley were on hand to welcome the bus and photograph the occasion.

ONTARIO-UPLAND TRANSIT LINES (O-UTL)

ONTARIO: This undertaking has a modified exact fare program, initiated January 1, whereby the operator will only issue change for dimes and quarters. The line uses Johnson Type D locked fareboxes. On March 1, O-UTL's lone route, ONTARIO-UPLAND, was adjusted in downtown Upland due to a new one-way street pattern and creation of a downtown mall. Northbound coaches now travel via 7th St., 2nd Ave., A St., 3rd Ave., C St. and 2nd Ave. instead of directly along 2nd Ave. Southbound buses travel via 9th St., 3rd Ave., A St., 2nd Ave., 8th St., 1st Ave. and 7th St.

AIRPORTRANSIT (APT)

LOS ANGELES: APT has issued its first system timetable showing all its Los Angeles International Airport schedules on one form. The folder also sports a schematic system map. Schedule changes included elimination of one round trip to the Sheraton Universal Hotel on the INTERNATIONAL AIRPORT-HOLLYWOOD route and elimination of the early morning trip from both terminals on the INTERNATIONAL AIRPORT-SAN BERNARDINO-REDLANDS route. The LAX-SAN FERNANDO VALLEY-VENTURA route no longer serves Westwood; the LAX-BEVERLY HILLS route has taken over this leg.

ROESCH LINES (RL)

SAN BERNARDINO: RL has begun running its Dodger and Angels special routes with the opening of the 1970 baseball season. The SAN BERNARDINO-ANAHEIM STADIUM route has had two stops added, both on a reservation basis--Arlington and Corona. Previously, only San Bernardino and Riverside were served.

UNION PACIFIC STAGE CO. (UPSC)

EAST LOS ANGELES: UPSC has petitioned the City of Long Beach for permission to use the bus loading zone on Ocean Blvd. eastbound at Magnolia Ave. for its LONG BEACH-EAST LOS ANGELES route. The UP ticket office will be moving to a new location in an office building at this location. Presently, LONG BEACH PUBLIC TRANSPORTATION CO. Line 8--EAST TENTH-PIERPOINT LANDING and 14--LONG BEACH-SAN PEDRO use this stop.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL recently made some service reductions. The last trip on both the 1--WHITTIER BLVD. and BEVERLY-GREENWOOD lines at 11:45PM was cut, the last trip now running at 10:45PM. The BRADSHAWE Monday through Friday base headway of 15 minutes was reduced to half-hourly between 9:00AM and 11:00AM, 15-minutely at other times. Saturday and Sunday service remains the same as before.

CALIFORNIA (CONTINUED)

GREYHOUND LINES - WEST (GL-W)

SAN FRANCISCO: On February 28 Saturday, Sunday and holiday schedules 1728 and 1729 between Los Angeles and the California Correctional Facility near Tehachapi were discontinued (WT 2/70). In equipment shifts in Southern California, 9498-9499 (GMC TDM-4801s) and 9708-9709 (GMC TDH-5301s) were transferred from San Diego to the LONG BEACH -SANTA MONICA line. Coaches 9500-9501 (TDM-4801s) also are used on this route.

GL-W folders were reissued on April 26 in connection with the change to daylight time. The timetables, which are printed in green and black ink, also feature a change in artwork. Among the changes was the discontinuance of the Friday and Sunday-only Spokane-Dodge Junction round trip on the SPOKANE-WALLA WALLA route.

Among changes effected in the San Francisco Bay Area Commute Region (SFBACR) are the following:

Contra Costa Division

Route U--SAN FRANCISCO (7th St.)-WALNUT CREEK-CONCORD-ANTIOCH: Two midday SF-Walnut Creek trips dropped.

Route S--OAKLAND-BERKELEY-WALNUT CREEK-MARTINEZ/CONCORD: One Oakland-Martinez round trip dropped.

Peninsula Division

SAN FRANCISCO-SAN JOSE EXPRESS: One evening northbound trip added for a total of 10 northbound and 9 southbound.

Marin Division

No substantive changes were made on the April 26 schedule, but effective May 2, changes in the Mill Valley and Sausalito weekend service were made (see map on Page 5). Affected were the following routes:

Route C--SAN FRANCISCO-SAN ANSELMO-SAN RAFAEL/MANOR via SAUSALITO

Route D--SAN FRANCISCO-SAN ANSELMO-SAN RAFAEL/MANOR via WALDO

Route E--SAN FRANCISCO-MARIN CITY-MILL VALLEY via SAUSALITO: Except for one morning and four evening trips, all Route E Mill Valley service is operated as a shuttle between Marin City and Mill Valley. Previously, Route E service between SF and Mill Valley had operated on a 30-minute headway, as had the combined "C" and "D" San Anselmo service. Because of heavy weekend tourist traffic in Sausalito, which had a highly delaying effect and "C" and "E" schedules, all through service via that city has been dropped. A new 30-minute Route E service operating between SF and Mill Valley only was instituted.

"C" route service has been dropped entirely, with all San Anselmo service being provided by Route D, which operates via the Waldo Cut-Off. The Route E Marin City-Sausalito Shuttle and the Route D mainline service both operate on 40-minute headways; connections are made at Marin City between the shuttle and mainline service. This operation is in effect between approximately 10:00AM and 7:00PM. The Route E Marin City-Tiberon shuttle service rema ins on its roughly two-hourly headway, with slight schedule modifications for connections with mainline schedules.

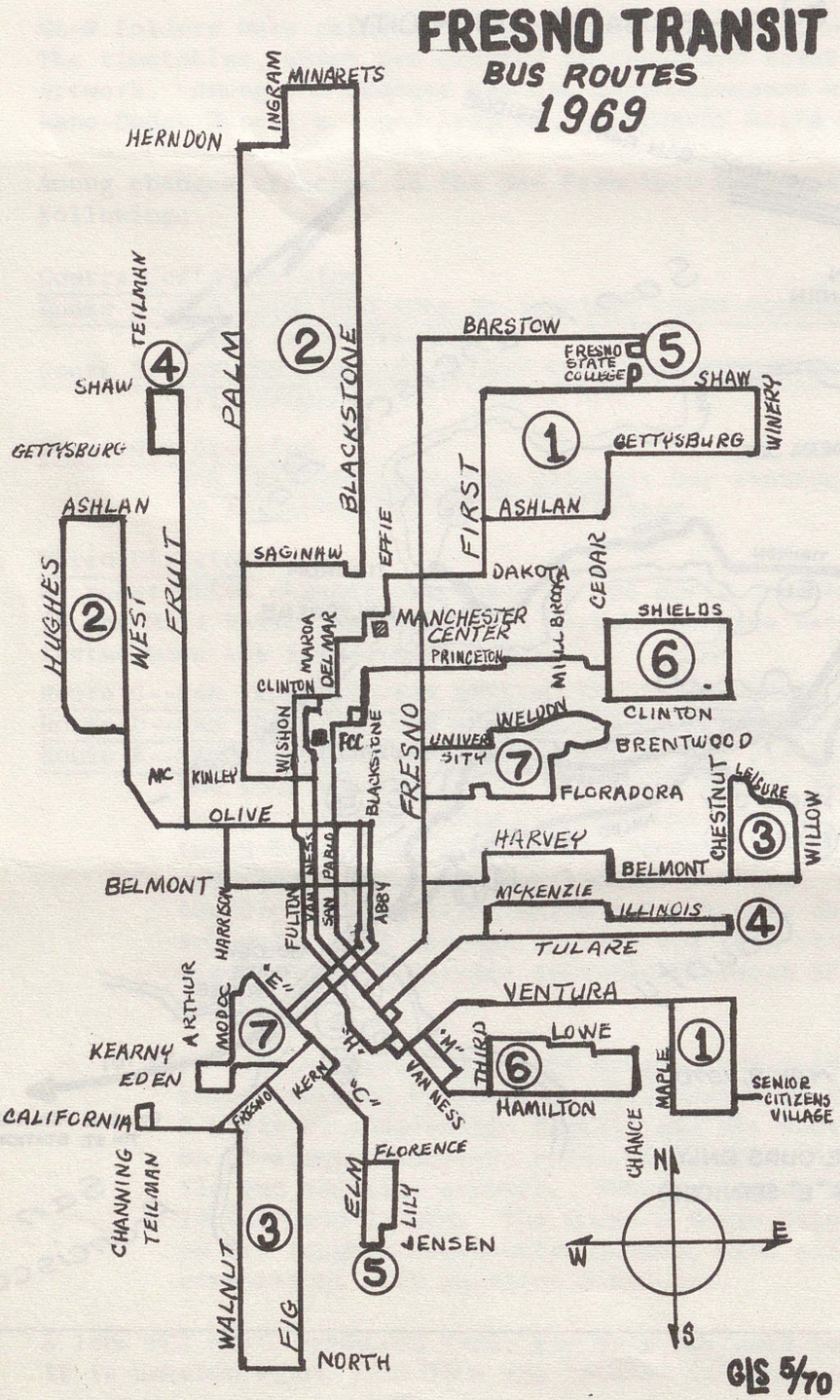
A lone MCI MC-6 numbered 7305, has been assigned to the SF-San Jose Express pool. It is unknown where 7300-7304 are located (if they actually exist.)


A SF-MARIN CITY-SAN RAFAEL-NOVATO VIA WALDO
C SF-SAN ANSELMO-SAN RAFAEL/MANOR VIA SAUSALITO
D SF-SAN ANSELMO-SAN RAFAEL/MANOR VIA WALDO
Eb MARIN CITY-TIBURON SHUTTLE
Em MILL VALLEY-MARIN CITY SHUTTLE
Es SF-SAUSALITO-MARIN CITY
(TO NOVATO)
(TO SAN ANSELMO)
SAN RAFAEL
RICHMOND-SAN RAFAEL BRIDGE
SAN QUENTIN
San Francisco Bay
(TO SAN ANSELMO)
ROSS
KENTFIELD
MAGNOLIA AVE.
LARKSPUR
U.S. 101
CORTE MADERA JCT.
CORTE MADERA
TIBURON BLVD
TIBURON WYE
TIBURON
BELVEDERE
S.F.-TIBURON FERRY
MILLER AVE
MILL VALLEY
SAUSALITO
BRIDGEWAY BL.
MARIN CITY
WALDO CUT OFF
Marin County
GOLDEN GATE BRIDGE
US 101
(TO SAN FRANCISCO 7TH ST. STATION)
San Francisco
GREYHOUND (SFBACR)
MARIN DIVISION
WEEKEND INTERURBAN ROUTES
EFFECTIVE MAY 2, 1970
(SMALL LETTER DESIGNATIONS ON ROUTE E ARE OURS ONLY AND ARE USED TO DISTINGUISH THE VARIOUS "E" SERVICES)
JEP 5/70

CALIFORNIA (CONTINUED)

FRESNO TRANSIT (FT)

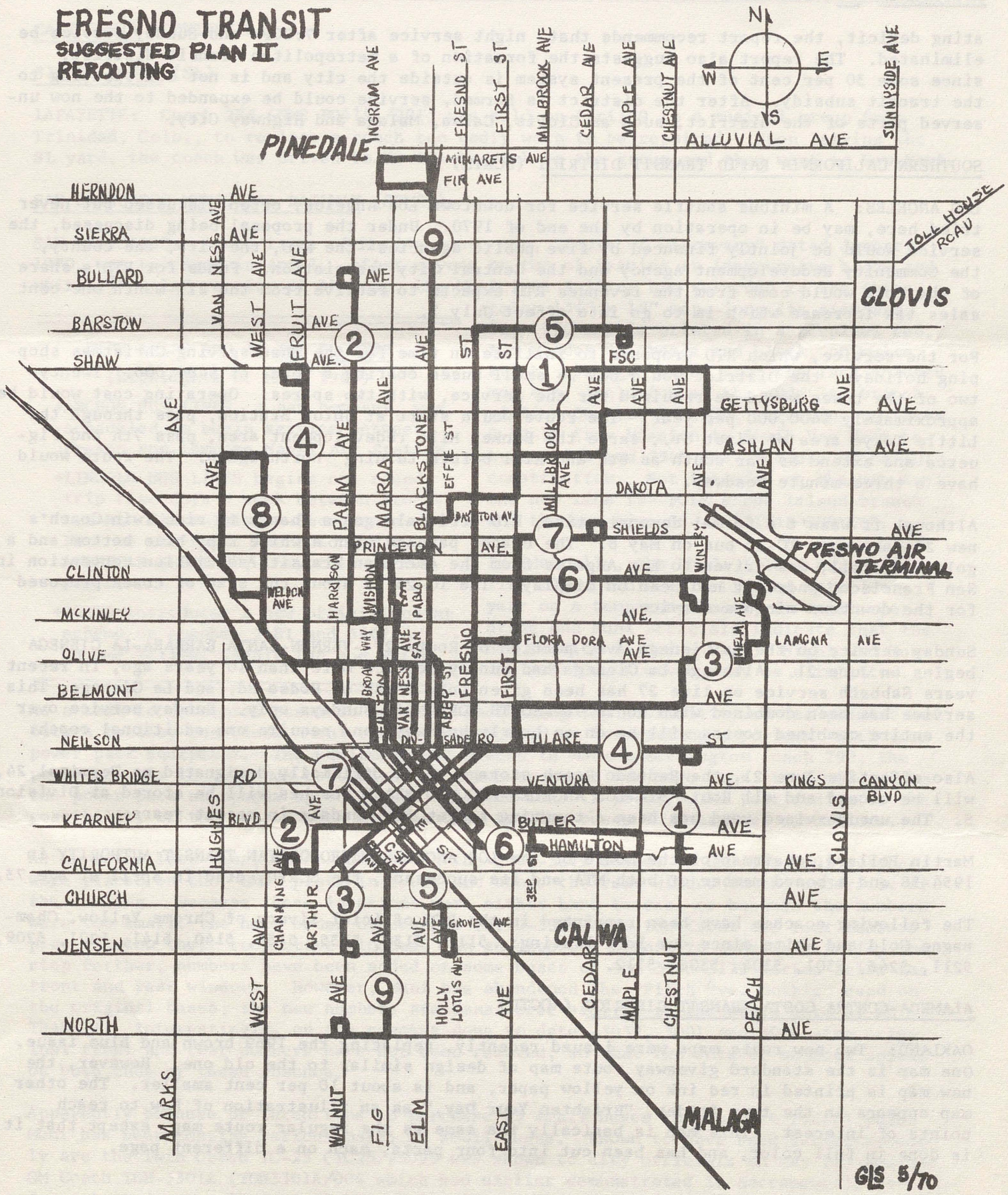
FRESNO: The results of a 14-month transportation study done for the City of Fresno by De-Leuw, Cather & Co. were released to the public in April. In 1969, FT operated seven through-routed lines on 30-minute headways (except that Line 2 operates hourly in the base) using 22 buses in the peak periods and 20 during the base (see map on this page of current routes). On Saturday, lines run on 40-45 minute schedules except for Route 7 which runs half-hourly and Route 2, which runs hourly. On Sundays, Route 1 operates hourly; all other lines operate at twice their Saturday headway (viz., 90 and 120-minutely). Except for Route 2, night service is operated until 9:10PM.



From the Origin & Destination study conducted in January 1969, and from other riding checks taken in April and June, it was determined that very few persons were using the buses at night and on Sunday. The report then suggested two plans for an improved system: to eliminate circuitous routing and provide new service to some areas.

The recommended plan (Plan II) calls for the addition of two routes (three route-ends) to the system (see map on Page 7) along with five more buses, making 27. Service on all lines would be upgraded to 30-minutely. The three new route ends are not actually new services, but simply the breaking up of loop operations. Two of the new route ends originate in West Fresno (the city's ghetto area), making five routes to downtown instead of three. The third new service would be a route directly out Blackstone Ave. to Pinedale. Blackstone is a six-lane divided boulevard, and is currently developing into a new commercial area. This route could prove to be one of Fresno's heaviest. The report also recommends that all nine routes operate on Saturdays, and at 45-minute headways, so that downtown connections can be made.

To be able to pay for the increased service on weekdays without a major increase in the oper-


FRESNO TRANSIT
SUGGESTED PLAN II
REROUTING
N
W
E
S
PINEDALE
INGRAM AVE
FRESNO ST
FIRST ST
MILLBROOK AVE
CEDAR AVE
MAPLE AVE
CHESTNUT AVE
ALLUVIAL AVE
SUNNYSIDE AVE
MINARETS AVE
FIR AVE
HERNDON AVE
SIERRA AVE
BULLARD AVE
BARSTOW AVE
SHAW AVE
TOLL HOUSE ROAD
CLOVIS
VAN NESS AVE
WEST AVE
FRUIT AVE
PALM AVE
MAIROA AVE
BLACKSTONE AVE
EFFIE ST
FSC
GETTYSBURG AVE
ASHLAN AVE
DAKOTA AVE
SHIELDS AVE
PRINCETON AVE
FRESNO AIR TERMINAL
CLINTON AVE
WINERY
WELDON AVE
HARRISON
WISHON
VAN NESS
SAN PABLO
FLORA DORA AVE
HELM AVE
LAMONA AVE
OLIVE
BELMONT AVE
NEILSON
ABBY ST
FRESNO
FIRST
TULARE ST
WHITES BRIDGE RD
VENTURA AVE
KINGS CANYON BLVD
KEARNEY BLVD
HUGHES
BUTLER
HAMILTON
CLOVIS AVE
CALIFORNIA
CHURCH
CHANNING AVE
ARTHUR
GROVE AVE
JENSEN
CALWA
NORTH
WEST AVE
HOLLY
LOTUS AVE
CEDAR
MAPLE
CHESTNUT
PEACH AVE
MARKS
WALNUT
FIG
ELM
EAST
MALAGA
GLS 5/70

CALIFORNIA--FT (CONTINUED)

ating deficit, the report recommends that night service after 7:00PM and Sunday service be eliminated. The report also suggests the formation of a metropolitan transit district, since some 30 per cent of the present system is outside the city and is not contributing to the transit subsidy. After the district is formed, service could be expanded to the now unserved parts of the district, such as Clovis, Calwa, Malaga and Highway City.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: A minibus shuttle service for downtown Los Angeles, often discussed but never tried here, may be in operation by the end of 1970. Under the proposal being discussed, the service would be jointly financed by five public agencies--the RTD, the city, the county, the Community Redevelopment Agency and the Central City Association. Funds for RTD's share of the cost would come from the revenues RTD expects to receive from the six-month one-cent sales tax increase which is to go into effect July 1.

For the service, which RTD proposes to initiate in time for the Thanksgiving-Christmas shopping holidays, the District would buy 24 small buses costing a total of $480,000. Twenty-two of the buses would be required for the service, with two spares. Operating cost would be approximately $400,000 per year. The route would start at Union Station, pass through the Little Tokyo area of First St., serve the Bunker Hill redevelopment area, pass 7th and Figueroa and extend as far south as 8th and Hill before turning north again. The route would have a three-minute headway.

Although it wasn't a formal demonstration, RTD officials got a chance to ride Twin Coach's new 25-passenger TC-25 bus on May 8. The coach, painted with a white top, blue bottom and a gold belt rail, was driven to Los Angeles from the American Transit Association convention in San Francisco, where it had been on display. The TC-25 is about the size of coach proposed for the downtown minibus service.

Sunday service on the La Cienega Ave. portion of Route 27--VERNON-SANTA BARBARA-LA CIENEGA begins on June 21. Although La Cienega had Sunday service more than 10 years ago, in recent years Sabbath service on line 27 has been given only south of Rodeo Rd. and La Cienega. This service has been combined with Route 96--SOUTH NORMANDIE Sundays only. Sunday service over the entire combined routes will be on an hourly headway, and require one additional coach.

Also effective June 21, the Redondo Beach storage yard, officially designated as Terminal 24, will be closed and all Route 51--LOS ANGELES-REDONDO BEACH coaches will be stored at Division 5. The unsupervised yard has been a tempting target for vandals in recent years.

Martin Pollard, chairman of the board of the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY in 1954-58 and a board member of both MTA and its successor, the SCRTD, died in April at age 73.

The following coaches have been repainted in the RTD official livery of Chrome Yellow, Champagne Gold and White since our last listing: 5114, 5130, 5135, 5138, 5140, 5141, 5201, 5209, 5211, 5246, 5301, 5304, 5308, 5312.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: Two new route maps were issued recently, replacing the 1969 brown and blue issue. One map is the standard giveaway route map of design similar to the old one. However, the new map is printed in red ink on yellow paper, and is about 10 per cent smaller. The other map appears in the tour folder, "Brighten Your Day," as an illustration of how to reach points of interest. This map is basically the same as the regular route map, except that it is done in full color, and has been cut into four parts, each on a different page.

CALIFORNIA (CONTINUED)

SIERRA LINES (SL)

LAFAYETTE: Coach 276 (GMC PD4151/201) was sold on April 9 to a musical group from Trinidad, Colo., to replace a coach too badly worn to be repaired. Upon leaving the SL yard, the coach was driven to Nevada to pick up the group and then went to New York.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: A new issue of Muni's route map, "Tours of Discovery" dated January, 1970, was released in April. After a year or two of issuing an inexpensive black and white 8½" x 14" version of the map, the Municipal Railway has returned to the three color 13½" x 18" map--long its standard. The 1970 map is printed in a purplish red, two shades of orange and black, on white stock. Changes noted from the last colored map are: inclusion of the Hyde St. branch of Line 80--LEAVENWORTH, rerouting of lines 9-12-14 from Mission to South Van Ness between 15th and 25th Sts. because of BARTD construction. Not included on the map are the new Line 19--POLK Rhode Island branch and the new Line 88--HOSPITAL SHUTTLE.

Incidentally, the Rhode Island branch of line 19, which was instituted late last year on a temporary basis, is still operating and Muni officials indicate that the new service is doing well. Night and Sunday service, however, may be eliminated.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of May, 1965)

+ANCHOR BUS LINES, a new company, was scheduled to begin service between Fresno and Lemoore Naval Air Station.

+LINCOLN BUS LINES begins one round trip five days a week between Stockton-Rio Vista-Isleton-Sacramento. Part of the route had belonged to AMERICAN BUSLINES, the other part was new.

+SCRTD introduces a new official paint scheme on coaches 2181 and 5867--Chrome Yellow, Saddle Tan and White.

As a test to determine possible means of increasing the flexibility of its present and future trolley bus fleet, Muni recently conducted an interesting experiment with some power pack equipment. The equipment was placed in Marmon-Herrington coach 790; the power was six 12-volt bus batteries. The bus operated for more than three miles from the power pack at speeds up to 10-MPH, with no loss in power. The test indicates the possibility of the use of such equipment by trolley buses in emergency situations.

As reported last year, fleet numbers on the 3000-3179 series of GMC T8H-5305 coaches were placed on the "GMC" plate in front and above the rear window on the underside of the cowling. Because these locations were either hard to see, or because the numbers were too small, the next order of coaches (3190-3389) had the front and rear numbers placed below their respective windows. In an apparent effort to take this policy one step further, numbers have been added on some buses of the 3000-3179 series below the front and rear windows. However, Muni has abandoned the "Fifth Ave. Gothic" used on the original buses; the new numbers are sans-serif similar to the style used by AC TRANSIT. Interestingly, on the coaches done to date--3057, 3001 and 3004--the original front and rear numbers have not been removed, so that two sets of numbers appear on both ends of these coaches.

Apparently because of intentions to purchase 25 small buses in the next fiscal year, Muni has been testing various makes of small buses. Known to have been tested recently are the Twin Coach TC-25 (TC25/25025 was shown to city officials on May 14) and the GM Coach TDH-3301A (TDH3301A/004 which had earlier demonstrated in Sacramento). Also demonstrated was a 19-seat Flxette belonging to Rossmoor Leisure World.

CALIFORNIA--SFMRy (CONTINUED)

One of the changes that became effective with the April 6th signup was the reinstitution of trolley coach owl service on Line 41--UNION. Previously, all trolley coach routes with owl service were served by motor coaches for reasons of operating and personnel convenience. The 41 owl service had been manned by Run 1 from Line 55. In another instance of a coach run from one line serving another, Line 55--SACRAMENTO owl service is operated by buses from Line 38--GEARY. Owl service is just one of the aspects of Muni operations to be explained in a forthcoming WTS SFMRy Survey.

As surface construction of the BARTD Montgomery St. Station nears completion, crews have been laying new streetcar rail on Market Street between Sansome and Kearny, where side-of-the-road shoo-flys have been in use for some two years. The new rail is in the center of Market Street. Of course, this new rail will be used only until completion of the subway, when Muni car lines will be placed underground.

Muni fares probably will go up another nickel on June 28 or shortly thereafter. The City Public Utilities Commission recommended the increase (from 20¢ to 25¢) but the action must be approved by the City/County Board of Supervisors.

O R E G O N

MT. HOOD STAGES/PACIFIC TRAILWAYS (PT)

BEND: On April 26 PT established a Klamath Falls-The Dalles round trip to provide a second trip daily in this area, the other schedule being a through bus between San Francisco and Spokane, operated jointly with GREYHOUND LINES - WEST. PT has received authority from the Public Utility Commissioner of Oregon to serve Corvallis on an intrastate basis effective April 27. Previously, PT could handle interstate passengers, baggage and express to and from Corvallis, but intrastate passengers, baggage and express had to be transferred to GL-W at Albany.

A R I Z O N A

SAFEWAY SUBURBAN STAGES (SSS)

PHOENIX: The ARIZONA CORPORATION COMMISSION has ordered GREYHOUND LINES - WEST to establish a two-hourly base service between Mesa and Apache Junction, a considerable stepup from its present four daily trips. The ACC acted after denying a petition by SAFEWAY SUBURBAN STAGES, owned by Michael Trekas, to institute bus service between Mesa, Apache Junction and Williams Air Force base on a two-hourly headway five days a week between 6:00AM and 10:00PM with nine trips on weekends. Trekas had planned to purchase three 36-passenger buses for the service. However, the ACC stated that since GL-W already had exclusive rights to serve the area, it should get first crack at providing the service. The ACC ordered GL - W to file monthly reports on the number of riders and the fares paid.

NAVA-HOPI TOURS, INC. (NHT)

FLAGSTAFF: NHT added two round trips for the summer on its FLAGSTAFF-GRAND CANYON route on April 27. Service on the WILLIAMS-GRAND CANYON route remains at one round trip daily.

U T A H

SALT LAKE CITY: On April 6 the Public Service Commission of Utah authorized a 10 per

UTAH (CONTINUED)

cent increase in passenger fares and express rates for AMERICAN BUSLINES, INC., CONTINENTAL WESTERN LINES, CONTINENTAL ROCKY MOUNTAIN LINES, DENVER-SALT LAKE-PACIFIC STAGES, INC., PACIFIC TRAILWAYS, LAKE SHORE MOTOR COACH LINES, LEWIS BROS. STAGES, COOK TRANSPORTATION CO. and GREYHOUND LINES - WEST. Charter rate increases also were authorized for Lake Shore, Lewis Bros. and SALT LAKE TRANSPORTATION CO. (Gray Line of Salt Lake City).

The last increase was in December of 1968 and some interesting facts were brought forth concerning the present increase: The Continental companies have incurred wage increases of between 7.9 per cent and 10.8 per cent; GL-W's new labor contract calls for a 6.2 per cent increase plus cost-of-living allowances; SLTC had a 12 per cent increase in wages and significant increases have occurred in insurance premiums paid by the smaller companies. LBS had a 101.4 per cent operating ratio in 1969 ($101.40 spent for each $100.00 of revenue), SLTC had a 108.9 ratio and LSMCL had only a $300 profit for the last eight months of 1969.

T E X A S

BAYSHORE BUS LINES (BBL)

HOUSTON: BBL, a CONTINENTAL TRAILWAYS subsidiary, discontinued Sunday and holiday service on its one route, HOUSTON-BAYTOWN, effective May 12. There had been two round trips between Houston and Baytown via Jacinto City, North Shore Village and Channelview. CONTINENTAL SOUTHERN LINES will continue to provide non-stop service between Houston and Baytown on its HOUSTON-NEW ORLEANS route.

W A S H I N G T O N

SPOKANE TRANSIT SYSTEM (STS)

SPOKANE: STS has introduced a reduced Sunday-only fare to stimulate sagging Sunday revenues, a situation which currently is causing the undertaking to lose an average of $1,032 each week. Beginning April 5, a special 15-cent fare (usual fare is 25¢) was introduced for a 90-day trial period.

CITY OF LACEY

LACEY: The City of Lacey, which has been collecting a 75¢ per month transit subsidy tax from the ratepayers since last December, has decided to give the money back to the citizens following collapse of an effort to institute a city bus service. The city's original intention was to enter into an agreement with the nearby cities of Olympia and Tumwater to set up a three-city bus service. The rebate to the citizens will be in the form of reduced water rates.

CITY OF EVERETT TRANSIT SYSTEM (ETS)

EVERETT: The ETS, now under city operation following acquisition from private owners last December 1, is losing about $8,000 a month. System manager Thomas W. Evans hopes to recommend measures to the city council for putting the system on a break-even basis. Meanwhile, the bus fleet is being given a new look: the green livery inherited from the former owners is giving way to a brilliant blue body with white tops.

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				
Redlands Bus Service	34	Intl	Intl-16/Carp	Fed lights, 16 seat
Greyhound Lines-West	1501-1507	MCI	MC7/-	Exposed 3-axles
USED BUSES				
Leisure Sightseeing	4503	GM Coach	PD4501/975	Ex-GL-W 8142
Charter Co.	Unnum	GM Coach	PD4104/3175	Ex-GL-W 8603
Thompson Transp (Fullerton)	102	GM Coach	PD4501/-	Brown & Cream
Golden State Charter	220	GM Coach	PD4104/1265	Ex-197
Bus Lines	225	GM Coach	PD4106/480	Addn'l Info
	223	GM Coach	PD4106/2761	Ex-Transp Unltd.
	224	GM Coach	PD4106/-	
Channel Island Bus Sys	3902	GM Coach	PD4104/3214	Ex-GL-W 8642
DISPOSITIONS				
Phoenix Transp Corp.	517	Twin	45SP/170	To private party in Fairfield, Calif.
AirporTransit	1020-1023	Flxible	218-36M7-60-335V/ 31059-62	Listed for sale
H-PBL	20	White	798/321593	To Amer Soul Clinic

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WASHINGTON (CONTINUED)

BREMERTON-CHARLESTON TRANSPORTATION CO. (B-CTCo.)

BREMERTON: Adult fares on the city lines of B-CTCo. rose from 25¢ to 30¢ on April 13; there was no change in student and senior citizen fares. The City of Bremerton is considering a $15,000 study of the financial condition of the company as a prelude to possible financial aid to the company.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: For the second time in two years, Seattle voters have turned thumbs down on construction of a rapid transit system. The $440 million Forward Thrust bond issue to build a rail system was defeated at a special election on May 19. Officials blame the city's very depressed economy, rather than apathy toward the city's transit and traffic problems, for the defeat.

Defeat of the rapid transit issue indicates that Seattle citizens will be paying about $2.8 million in special taxes annually as a subsidy for the STS. The state of Washington has established an auto license excise tax of 2 per cent on the fair market value of autos to go into effect July 1, 1971, as matching money to help local transportation systems. Thus, STS will eventually get nearly $6 million annually in tax-paid aid. Had the transit bonds passed, a new transit district would have been set up to build the system and operate STS, making the city subsidy unnecessary.