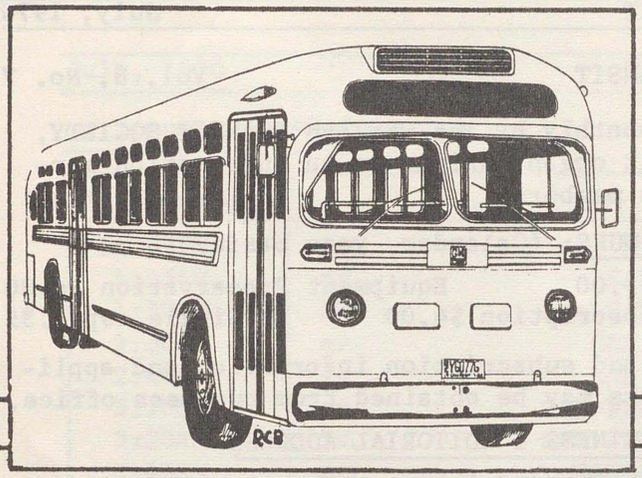


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 7 July, 1970 Sixteen Pages

C A L I F O R N I A

AIRPORTRANSIT (APT)

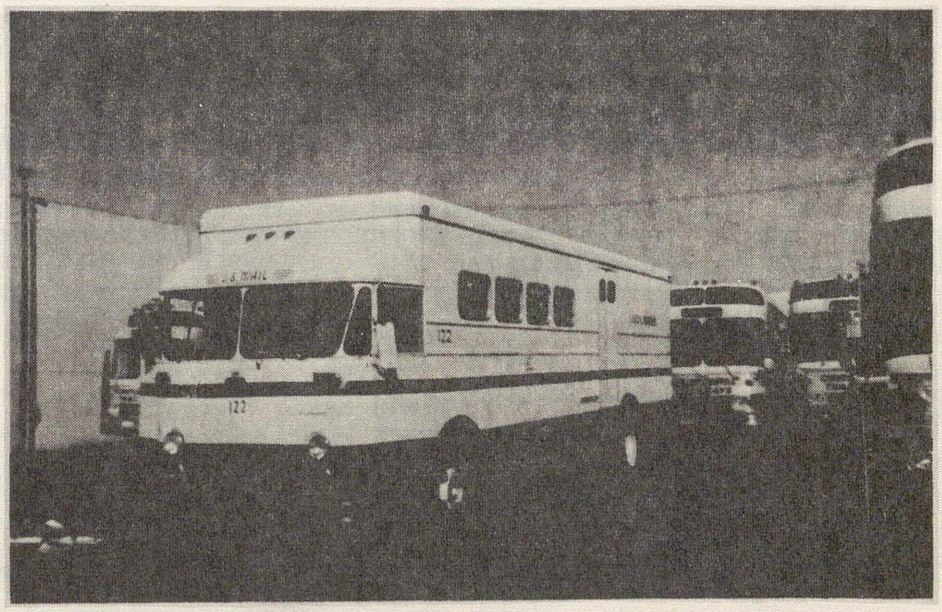
LOS ANGELES: On June 22 APT extended the Hollywood Roosevelt Hotel-Sheraton Universal Hotel branch of the LAX-HOLLYWOOD route to Sportsmens' Lodge in Studio City. Three daily trips are operated leaving LAX at 6:30AM, 3:35PM and 7:55PM with a 75-minute running time. Trips return soon after arriving Sportsmens' Lodge and the one-way fare is $2.25.

THE TOWN TOUR (TTT)

ANAHEIM: TTT has instituted two nw routes. The first is the CALIFORNIA ANGELS STADIUM line, operating three round trips for night games. Buses leave Disneyland Hotel at 6:15PM, 7:10PM and 8:00PM returning after the game. All hotels, motels and transportation terminals are served enroute to the stadium. The second route, KNOTTS BERRY FARM-BEACH BLVD. HOTELS/MOTELS is operated three times daily departing Knotts at 12:10PM, 2:23PM and 8:23PM, returning in approximately 25 minutes serving all hotels and motels on Beach Blvd. between Crescent Ave. and Ball Road.

TORRANCE TRANSIT SYSTEM (TTS)

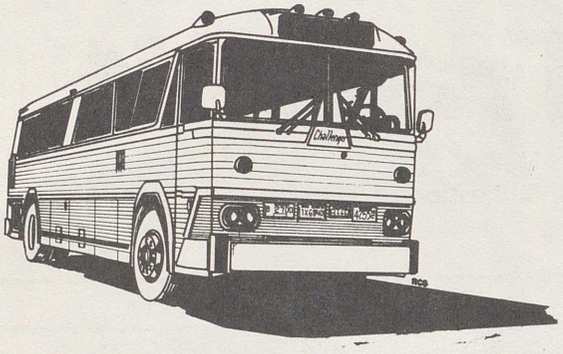
TORRANCE: TTS has revised the loop on the Kettler Knolls branch of its EL CAMINO COLLEGE-KETTLER KNOLLS line to travel by Cabrillo, 238th St., Western and Plaza Del Amo to Cabrillo instead of using several narrow residential streets.



GENERAL HIGHWAY SERVICES

LOS ANGELES: It isn't generally realized, but the bus industry still has a role in hauling the U. S. mails both in closed pouches and through the medium of the Highway Post Office (Hypo), a vehicle on which the mails are sorted en route.

GHS, Inc., is a subsidiary



MEETING NOTICE

August Regular Meeting:

Date: August 9, 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

September Regular Meeting

Date: September 13, 1970

WESTERN TRANSIT Vol. 8, No. 7

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CLUB NEWS: Member Everett Jones of San Jose has donated to the WTS library a set of "Western Railroader" magazines dating back to the first issue in 1936, and issues of Motor Coach Age, the publication of the MOTOR BUS SOCIETY covering a period of several years.

CALIFORNIA--GHS (CONTINUED)

of CONTINENTAL TRAILWAYS, INC., and operates Highway Post Office routes in several states. Two such routes are operated on the West Coast--one in California and the other in Oregon. Included below are the schedules and equipment assigned to the HOP routes. The service is operated in the late evening and early morning hours and gives direct service to Post Offices. The GHS route in California is operated by CONTINENTAL WESTERN LINES while the Oregon route is manned by CONTINENTAL PACIFIC LINES men. The HPO is considered a regular "run" assignment. Equipment is maintained at various Trailways garages.

Northbound	LOS ANGELES-SAN LUIS OBISPO-SAN FRANCISCO-OAKLAND ROUTE			Southbound
11:00PM	lv	LOS ANGELES (Terminal Annex)	Ar	2:15AM
12:30AM	ar	VENTURA (Post Office)	lv	12:30AM
12:40AM	lv	VENTURA (Post Office)	ar	12:25AM
↓	ar	SANTA MARIA (Post Office)	lv	9:50PM
	lv	SANTA MARIA (Post Office)	ar	9:45PM
3:45AM	ar	SAN LUIS OBISPO (Post Office)	lv	9:00PM
9:00PM	lv	SAN LUIS OBISPO (Post Office)	ar	2:30AM
11:45PM	ar	SALINAS (Post Office)	lv	11:45PM

CALIFORNIA--GHS (CONTINUED)

Northbound				Southbound
11:55PM	lv	SALINAS (Post Office)	ar	11:35PM
1:25AM	ar	SAN JOSE (Post Office)	lv	10:15PM
1:30AM	lv	SAN JOSE (Post Office)	ar	10:00PM
2:30AM	ar	SAN FRANCISCO (AMF)	lv	9:00PM
2:40AM	lv	SAN FRANCISCO (AMF)	ar	8:45PM
3:10AM	ar	SAN FRANCISCO (Rincon Annex)	lv	8:15PM
3:20AM	lv	SAN FRANCISCO (Rincon Annex)	ar	8:05PM
3:45AM	ar	OAKLAND (Main Post Office)	lv	7:40PM
4:30AM	ar	SAN FRANCISCO (CWL Garage)	lv	6:45PM

Buses lay over at San Luis Obispo for about 17 hours and then continue on in the same direction. Following is a roster of coaches used in the California HPO service:

Coach Number	Builder	Model/Serial Number	Year
118	Crown	A 743-11/33882	1958
119	Crown	A 743-11/33883	1958
120	Crown	A 743-11/33889	1958
121	Crown	A 743-11/33885	1958
122	Crown	A 743-11/33887	1958

Eastbound		PORTLAND-RUFUS-PENDLETON ROUTE		W estbound
9:30PM	lv	PORTLAND (Post Office)	ar	2:50AM
12:01AM	ar	RUFUS (Post Office)	lv	12:05AM
12:05AM	lv	RUFUS (Post Office)	ar	11:45PM
1:30AM	ar	PENDLETON (Post Office)	lv	9:30PM

Coaches used in the Oregon service:

Coach Number	Builder	Model/Serial Number	Year
46	Crown	A 743-11/35094	1966
48	Crown	A 743-11/35044	1966

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: On May 28 a new station in San Luis Obispo located at South and Parker streets was opened. The ticket counter is designed for one-stop ticket service and baggage checking; a conveyor moves the baggage from counter to baggage loading room. The seven-position loading dock is covered by a canopy. San Luis Obispo is a major rest and meal stop on the LOS ANGELES-SAN FRANCISCO route.

A reduction in bridge tolls by the GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT has been passed on to bus commuters by GLW. Beginning June 28 20-ride Commutation Books between San Francisco and Marin County points were reduced 95 cents; one-way and round trip single fares remain at former levels.

Readers may recall our earlier report of GL-W 7305, an MCI MC-6 coach operating in the SAN FRANCISCO-SAN JOSE EXPRESS pool. The question of what happened to coaches 7300-7304 was answered in June when those coaches showed up fresh from the factory. It is interesting to note that 7300-7304 were all built in May of 1970, while 7305 shows a November 1969 building date (the 7305 arrived in San Francisco around March). 7303 and 7304 (along with 7305) have been assigned to the San Jose Express pool, a move that is not too surprising. What is surprising is that 7300-7302 were assigned to SFBACR Marin Division's Route A--SAN FRANCISCO-SAN RAFAEL-NOVATO. The San Jose Ex-

CALIFORNIA--GLW (CONTINUED)

press service is a station-to-station non-stop operation, which hitherto had used PD-4106s and an occasional MC-5. But the "A" route is an intermediate stop suburban line that is usually assigned TDM-5303s or 4801s. Buses 7300-7302 have had Johnson Type J fare boxes installed, and have been assigned to two of the daily base runs.

In the May issue, we managed to mangle the verbal description of the weekend Marin County service. The acoompanying map had the correct information, but to set fhe record straight: Before the change, there was 30-minute SF-Sausalito-Marin City-Mill Valley (Route E) service and 30-minute SF-Marin City-San Anselmo service (alternating between Routes C and D). Because of heavy weekend traffic in Sausalito between about 10:00AM and 7:00PM, service to points north of Marin City was routed bypassing Sausalito via the Waldo Cutoff. So the following services were then established:

(1) An SF-Sausalito-Marin City route on a 30-minute headway
(2) An SF-Marin City-San Anselmo service on a 40-minute headway
(3) A Marin City-Mill Valley shuttle operating on a 40-minute headway, connecting with the San Anselmo buses
(4) The Marin City-Tiburon service was adjusted slightly to make better connections with the San Anselmo and San Francisco buses.

Not so well known as the SFBACR services are the SAN DIEGO-SAN YSIDRO (Mexican border) and LONG BEACH-SANTA MONICA commute services operated by GLW. Here are the headsign readings for the two routes:

COACH 9498	COACH 9500
(Blank)	(Blank)
SAN DIEGO	SAN FRANCISCO
BORDER	REDONDO BEACH
CAMP ELLIOTT	TORRANCE
MIRAMAR	SANTA MONICA
via OTAY	LONG BEACH
OCEANSIDE	OCEANSIDE
via FREEWAY	LOS ANGELES
SANTA MONICA	CHARTER
via HARBORSIDE	
RACES	
LONG BEACH	
LOS ANGELES	
EXPRESS	
CHARTER	
(Blank)	

CITIZENS TRANSIT LINES (CTL)

VENTURA: In a new scheduled issued last February 7, CTL eliminated the first three round trips on Saturday only on the TELEGRAPH ROAD line. Service now begins at 9:27 AM instead of the previous 7:27AM.

CALIFORNIA LEGISLATURE

LOS ANGELES: A new state transit subsidy came to Southern California on July 1 when a 0.5 per cent sales tax to help maintain transit facilities was made effective in all of Los Angeles county except the Lancaster-Palmdale area and Santa Catalina and San Clemente Islands. The tax, to be imposed for only a six-month period, is expected to yield $41.4 million. The SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and eight muni-

CALIFORNIA--LEGISLATURE (CONTINUED)

cipal systems will share in the money. SCRTD will receive $32.2 million; CITY OF COMMERCE MUNICIPAL BUS LINE, $96,000; CULVER CITY MUNICIPAL BUS LINES, $349,000; GARDENA MUNICIPAL BUS LINES, $469,000; LONG BEACH PUBLIC TRANSPORTATION CO., $3 million; MONTEBELLO MUNICIPAL BUS LINES, $387,000; POMONA VALLEY MUNICIPAL TRANSIT SYSTEM, $284,000; SANTA MONICA MUNICIPAL BUS LINES, $1.9 million and TORRANCE TRANSIT SYSTEM, $397,000. Allocations are based on the mileage traveled by each system.

DESERTRANSIT (DST)

PALM SPRINGS: DST, operating along Palm Canyon Drive in Palm Springs, is an apparent new entity in the Palm Springs transportation picture. WTS Member Eli Bail recently spotted AIRPORTRANSIT 416, a Minibus, lettered for DESERTRANSIT and painted orange and white. It was not known if DST is a replacement for PALM SPRINGS SIGHTSEEING AND TOUR CO. (also known as PALM SPRINGS TRANSIT SYSTEM). The latter operates five GMC PD-4501s, 10 PD-4104s and one Beck from a garage located on 26th Street in Santa Monica. The firm is owned by Budget Rent-A-Car of Southern California.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: An extension of Line 1--PACIFIC COAST HIGHWAY-EASY AVENUE to serve the El Dorado Estates area has been proposed to replace present service on Circle Line 0. The line would be extended from the U. S. Naval Hospital east on Carson, south on Pioneer Blvd.-Claremore Ave., west on Wardlow and north of Studebaker Road to Carson on a 40-minute headway Monday through Saturday. In other LBPTCo. news, the labor agreement has expired and Amalgamated Transit Union officials have given indication of a work stoppage in the event a new contract is not negotiated.

GOLDEN BEAR SIGHTSEEING (GBS)

LOS ANGELES: GBS, a subsidiary of EDUCATIONAL & RECREATIONAL SERVICES, INC., is offering nine group sightseeing tours covering many of the Southern California tourist attractions, including Disneyland, Knotts Berry Farm, Marineland, Hollywood, Forest Lawn, Universal Studios, and a comprehensive city tour. GMC PD-4104s and PD-4106s are assigned to this service.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA plans to inaugurate on August 30 a new route: 16--SMART (SACRAMENTO METROPOLITAN AREA RAPID TRANSIT) to run from 3rd & J streets downtown via J, 9th, X, W-X Freeway, Highway 50-99 Freeway, Florin Road to Florin Center, return on Florin Road to Franklin, thence Franklin, A Parkway, Center Parkway, Mack Road and Valley Hi Drive to Consumnes River College. Four buses will be used in the base and five in the peak on a 20-minute headway Monday through Friday. Coaches 411-415 (GMC T6H-4521As) will be assigned with 200s (TDH-4517s) as alternates.

Because of a $100,000 cut in the STA budget, the Transit Board has given STA approval to reduce night and Saturday service. The 9:15PM trip from downtown will be the last of the night on each line except for Line 5--STOCKTON BLVD. and 14--SACRAMENTO-GARDENLAND-McCLELLAN AFB-NORTH HIGHLANDS which will have one later trip. On Saturday lines 11 and 12--NORTH SACRAMENTO-TOWN & COUNTRY-CARMICHAEL will operate only between downtown and Country Club Shopping Center and Saturday service on Line 10--SACRAMENTO-ROSEVILLE will be eliminated. Lines 4--T STREET-TAHOE PARK and 17/18--SACRAMENTO-WEST SACRAMENTO will be combined into one route to be number 4.

CALIFORNIA--STA (CONTINUED)

On Sundays the present 2/4/8 combination will continue plus an additional bus to and from West Sacramento. However, the economy program also will mean the total elimination of Line 19--SACRAMENTO-GARDENLAND-ROBLA-RIO LINDA, which has consisted of two peak hour round trips Monday through Friday.

Effective September 1, STA will start operating on a Pay As You Enter system. Inbound passengers will pay the full fare upon boarding. Outbound passengers will deposit the first 25¢ when boarding and any additional fare will be paid upon alighting. Monthly passes also will be instituted--$10.00 for a one-zone pass will be charged with $2.00 in additional increments per zone. The multi-zone passes will have serial numbered stamps affixed similar to the system used in Los Angeles by SCRTD. The Free Zone will be shortened from 15th Street to 14th Street and be renamed "The Purple Pass Zone;" this will be a 25¢ Shoppers Pass area with the pass applying on the initial 25¢ ride home.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL is studying the possibility of instituting a new north/south line beginning at Washington and Rosemead, via Washington, Paramount, Nunes, Maanzanir, Dunlap Crossing, Los Toros, Holbrook, Paramount, Whittier, Lexington, Beverly, Durfee, Cates, Woodford, San Gabriel River Parkway and looping via Springland, Abbeywood, Avoncroft and Crouton to Springland.

UNION PACIFIC STAGE CO. (UPSCo.)

EAST LOS ANGELES: Last month in a story concerning adjustment of the EAST LOS ANGELES-PASADENA line it was stated that the former terminal was located in the UNION PACIFIC Freight Depot on West Colorado Blvd. The freight depot actually was a little south of Green Street west of the now-gone tracks.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: GLOLA has filed application with the Public Utilities Commission for authority to operate between various Los Angeles area cities and Lion County Safari at Laguna Hills.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

STANTON: CCBS' SANTA ANA-EL TORO MARINE BASE route has been rerouted in downtown Santa Ana and now loads on Spurgeon Street in front of the Trailways Depot rather than in the depot itself. The new route goes out First Street, as before, then loops north on French, west on Third, south on Spurgeon and east on First. Since CCBS acquired CLAUS CHARTER BUSES (WT 6/69) the Claus yard at Logan and Stafford has been closed and CCB buses are now being stored, along with CCBS buses, in the Community yard at Washington and Santiago streets. Both yards are located in East Santa Ana and within four blocks of the SOUTH COAST TRANSIT CORP. garage.

ASSOCIATED CHARTER BUS CO. (ACBC)

VAN NUYS: ACBC has been awarded a one-year $856,300 contract for pupil transportation by the Pasadena Board of Education. The contract, approved by a 3 to 2 vote, was the outcome of a highly-controversial court decision requiring the bussing of Pasadena public school students to achieve citywide racial balance. The contract calls for a minimum of 65 buses to be used in the program. EMBREE BUSES, INC., a school bus and

CALIFORNIA--ACBC (CONTINUED)

charter operator based in Pasadena who has done business with the school district for the past 23 years, was the second lowest bidder. The two "no" votes came after a presentation by Tom Emery, president of Community Enterprises, Inc., who represented Embree. Emery argued that the school district could save from $16,000 to $20,000 per year by extending Embree's present contract, now under cancellation, and would be spending all its bussing money locally.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: In connection with the official opening of Mission Street after the completion of construction of the BARTD 16th Street and 24th Street Stations (and the open house at the 24th Street Station), a caravan of Muni vehicles paraded down the length of the Mission Shopping District. Leading the procession was the Red Garter dixieland band; following were the Muni's motorized cable car (an old O'FARRELL, JONES & HYDE car on a White 784 bus chassis), Mack bus 2548 newly repainted in green and cream, and Flxibles 4005, 4006 and 4009. Perhaps of greatest interest was--located between the "cable car" and the 2548--Twin Coach trolley coach 570. What was remarkable was that the 570 was running on the power pack unit that had been in trolley coach 790; Mission Street is still without trolley coach overhead between 15th and 25th.

Mission Street service was resumed on Monday, June 29, by lines 11--HOFFMAN, 14--MISSION LIMITED and 86--SHOPPERS SHUTTLE. The 9-12-14 trolley coach lines were still operating on South Van Ness between 14th and 26th (as are the Greyhound "M" and "O" routes) but a sign on the side of the 570 promised the return of trolley coach service to Mission Street. As of the second week in July, no work had started on the reconstruction of this wire.

That power pack idea on trolley coach 570 has been occupying Muni officials' time quite extensively of late. Public Utilities Manager James K. Carr wants to apply for a federal grant to help finance development and testing of a kinetic energy wheel auxiliary propulsion system in two Muni trolley coaches. The kinetic energy wheel is based on the concept of the flywheel. Such a wheel, weighing less than 1,000 pounds, would be mounted under the trolley coach floor. The flywheel, spinning at 20,000 rpms under power, would have an energy storage capacity of 12 kilowatt-hours--enough to power the trolley coach for approximately six miles along the level with typical stops without any recharging. At the end of the six miles, the wheel would still be spinning at 10,000 rpms. Muni officials envision that trolley coaches equipped with the unique power pack would be able to make pull-ins and pull-outs from the barn to and from the route via the most direct route, not depending on wired streets, and the coach would of course be able to negotiate temporary route detours away from the overhead wires.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Line 69--LOS ANGELES--HELLMAN AVE. was extended on June 21. Mid-day service now operates via Hellman Ave., Walnut Grove Ave. and Marshall St. to the Rosemead Square Shopping Center. In addition to serving the shopping center, this extension creates a new connection between lines 69 and 108--PASADENA-ROSEMEAD-MONROVIA. In order to operate the extended route without additional equipment or manpower, line 69's base headway has been lengthened from 50 to 60 minutely (a service improvement in one sense, the new schedule being easier for passengers to remember). Generally, rush hour service continues to originate and terminate at Hellman & Walnut Grove, although it would appear that pull-out and pull-in trips (from and to Division 9) could serve the extension at little extra cost. Line 69 operates weekdays only.

CALIFORNIA--SCRTD (CONTINUED)

SCRTD has been selected by the Urban Mass Transportation Administration to be the first operator to test a new diesel engine exhaust emission control system being developed by North American Rockwell, whose share of the cost of this test will be some $40,000, while the RTD's contribution, in the form of equipment rental and labor, is estimated at $20,004.

Back in March, SCRTD and the Southern California Assn. of Governments (SCAG), filed a joint application with the UMTA for a technical study grant to develop a transit improvement and coordination plan and program for the Los Angeles region. The cost to RTD of $105,000 (almost entirely for staff and consultants' fees) will be paid from remaining tidelands oil money, available only for planning purposes. The cost of this study is small and its direct results may be limited, but RTD participation in it will qualify the District for 2/3 (instead of 1/2) federal capital grants for recent and current purchases of new fare boxes, buses, and two-way radios--a difference of about $1,600,000.

Contracts were awarded June 23 for the purchase of 200 51-seat buses. A total of three bids had been received as follows:

Builder	Flxible	Flxible	GM Coach
Engine	Cummins V 903	Det Diesel 8V-71N	Det Diesel 8V-71N
Buses	100	200	200
Base Price, per bus	$37,597.32	$37,797.32	$38,154.00

Flxible bid on only 100 buses with Cummins engines because RTD had specified delivery of the first 100 in the late fall of 1970 and delivery of the air conditioner system and other components related to the Cummins engine precluded their commencing delivery before March 1, 1971.

As a condition of the capital grant that will pay at least half of their cost, the federal government had required that the specifications for these buses be sufficiently broad that both builders could meet them. Since all three bids met those specifications, RTD had no choice but to award the contracts on the bases of the lowest bids. Therefore, all 200 new buses will be built by Flxible, the first 100 (with GM engines) to be delivered in the fall of 1970 and the second 100 (with Cummins engines) to be delivered in the Spring of 1971. These last 100 also will have Dana/Spicer transmissions.

The most significant innovation in connection with these new buses will be the adoption, for the first time on RTD urban-type buses, of larger, more powerful engines. When GM introduced their first standardized line of diesel-powered transit coaches in 1940, the 6-71 engine was standard on the 40- and 45-seat sizes and optional on the 36-seat size. During the following 30 years, larger and heavier buses have been introduced and engine-driven air conditioning added, but engine size (despite change to a V configuration) and power output have been increased only through the use of larger fuel injectors. Larger engines are now available and RTD has decided to utilize them. Thanks to data published in Fleet Owner, we are able to offer a comparison of the new engines with those used in other recent RTD buses:

Engine	Cyls	Cycle	Horsepower	Cu.In.Displ.	RTD classes
Cummins V-903	V-8	4	280-320	903	--
Cummins V-235	V-8	4	235	785	5600, 6000
Cummins V-185	V-8	4	185	470	4000
Detr 8V-71N	V-8	2	270-290-318	568	3000
Detr 6V-71N	V-6	2	202-218-238	426	4200, 6100

CALIFORNIA--SCRTD (CONTINUED)

In addition to the basic bus bids, a number of alternate extras were considered. An Environmental Improvement Package was offered only in connection with the GM engine. Since each builder offered this only on a limited number of buses and on a test basis, and since the installation is currently being tested in San Francisco, RTD passed up this feature.

Silicon water hose, designed to give added hose life, was offered as an alternate on all three bids, but at widely varying prices. RTD decided to try this feature on 10 of the buses equipped with GM engines at an added price of $66.06 per bus (the lowest of the three prices for this option). A transmission retarder, to extend brake life, was offered only in connection with the Cummins engine and Dana 184 transmission at a price of $56.44 per bus. RTD chose to purchase this option, similar equipment having been installed some time ago on the 6000s.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of July, 1965)

+STOCKTON METROPOLITAN TRANSIT DISTRICT takes over the privately-owned STOCKTON CITY LINES.

+WESTERN GREYHOUND LINES begins a new SFBACR route, Line F--SAN FRANCISCO-ORINDA-CHARLES HILL.

+CONE T. BASS appointed Acting General Manager of SCRTD upon the resignation of C. M. (Max) Gillis.

Both builders bid on water bumpers, but these would extend the length of the bus beyond the legal limit. They are, however, still under consideration for the second hundred buses. No bids were received for several brake-system alternates. The usual "fare taker" door switch would have cost $50.16 per bus (¢69.88 on GMs). Since the use of ground loaders has been virtually discontinued, RTD has dropped this feature from its new buses. More luxurious seats (American II 6435) were considered but the price differential was deemed excessive. A moisture ejector valve was adopted for automatic removal of moisture from the air system at a price of $48.15 per bus.

The new Cummins-equipped buses would, when fully loaded, exceed the present maximum lawful weight. An amendment now before the legislature would raise the rear axle load limit from the present 18,000 lbs. to 20,500 lbs. If this amendment fails to become law, the new buses will be assigned to services in which the loads encountered would permit their operation within the present limit. Total estimated cost of the 200 new buses, including options, delivery, and taxes, is $8,150,860.82.

Based on the assumption that 200 General Motors buses (the oldest 45- and 48-seaters in the fleet) will be retired upon the arrival of the 200 new Flxibles, the present and future makeup of the RTD bus fleet stacks up as follows:

Present	Mid-1971
615 Flxible New Look	815 Flxible New Look
365 GMC New Look	365 GMC New Look
493 GMC Pairy	305 GMC Pairy
37 GMC Squairy	25 GMC Squairy

The diversion payment to BLUE & WHITE BUS CO. OF WATTS in connection with the operation of SCRTD Line 100 has been raised to $17,293 per month. The question has been raised of possible purchase or condemnation by RTD of the B&W system and one RTD director even proposed that the increased diversion payment be conditioned on an agreement to sell on the basis of an independent appraisal to be made, but no action was taken.

Bids have been requested for 12, 16, 20 or 24 small buses for the proposed Minibus service. Unlike larger new RTD buses, these cannot be air conditioned due to power

CALIFORNIA--SCRTD (CONTINUED)

plant limitations. Meanwhile, the County Supervisors approved (by a 3-2 vote) their $88,000 share of the downtown Minibus project. The Minibus service, to be a 14-month test (WT 5/70), would operate from Union Station via Macy St., Alameda St., Temple St., San Pedro St., 1st St., Hope and Flower Sts., 5th St., Figueroa St., and 7th St. to 7th & Hill, returning via Hill St., 8th St., Olive St., 7th St., Figueroa St., 1st St., and the reverse of the southbound route.

The proposal recognizes service frequency as an essential feature of this type of operation. A three-minute headway is recommended throughout the service period, approximately 9:00AM to 4:00PM, Monday through Saturday. Alternate plans were considered, however:

Headway in Minutes	No. of Minibuses Required, Incl. Spares	Est. Annual Op. Cost
3	24	$482,300
4	18	363,500
5	15	288,500

These cost estimates do not include the capital cost for equipment, approximately $20,000 per vehicle. The RTD is exploring the possibile use of natural gas as a fuel. Comparable services in other cities are provided on a free bases or for a low fare, typically 10¢. The RTD has proposed a nominal fare of 10¢ for this Minibus test, with a minimum concern for details of fare collection and enforcement, in the hope (at least) of recovering the revenue diverted from regular lines. Thus, estimated net revenue from this Minibus test is nil. If all the agencies concerned act promptly, the test could get underway as early as November 15, 1970, in time for the Christmas shopping season.

Bus 6950, an ex-Pasadena GMC TDH-4507 (serial 1662) has been deleted from the list of equipment awaiting sale and will be used as a mobile safety training classroom. Of the group of 213 coaches offered for sale in 1968, 28 remain unsold.

An agreement has been reached with the Pacific Lighting Co. and the Los Angeles Air Pollution Control District for the testing of natural gas engines in RTD buses. This will be a joint study project to determine the feasibility of the scheme. Under Phase I of the plan, RTD will assign one test bus, for which Pacific Lighting will provide a Cummins natural gas engine to be installed by RTD. PL also will install the necessary refueling system on RTD premises and fuel storage bottles on the bus. The test bus will operate in regular RTD service for three months. RTD will attempt to secure a federal research grant to finance Phase II, which would involve a test fleet of 18 buses. PL will provide converter units or natural gas engines for nine buses (three converted 2-cycle diesel engines, three converted 4-cycle diesel engines, and three natural gas engines including the one from Phase I), while the remaining nine buses would constitute a control group. If the federal grant cannot be obtained, PL will provide conversion units and gas engines for only six buses. The results of test Phase II will be reviewed at the end of six months.

Line 51--LOS ANGELES-REDONDO BEACH now operates as part of Division 4. Buses 5200-5215 are now at Division 5 to serve this line, the first new-look GMs to be based there. Lines 13--LA-CULVER CITY-EL SEGUNDO and 76--BEVERLY HILLS-PACIFIC PALISADES, which formerly shared Division 6's 5200s with the 51 line, now have 5400s. This is the first time since Division 4 was established in 1963 that any of its lines come downtown. Previously all downtown routes were based at Division 5.

The following coaches have been reported as repainted in the District's official livery of Chrome Yellow, Champagne Gold and White since our last report: 5110, 5133, 5136, 5142, 5148, 5302, 5305, 5309, 5314.

CALIFORNIA (CONTINUED)

ORANGE BELT STAGES (OBS)

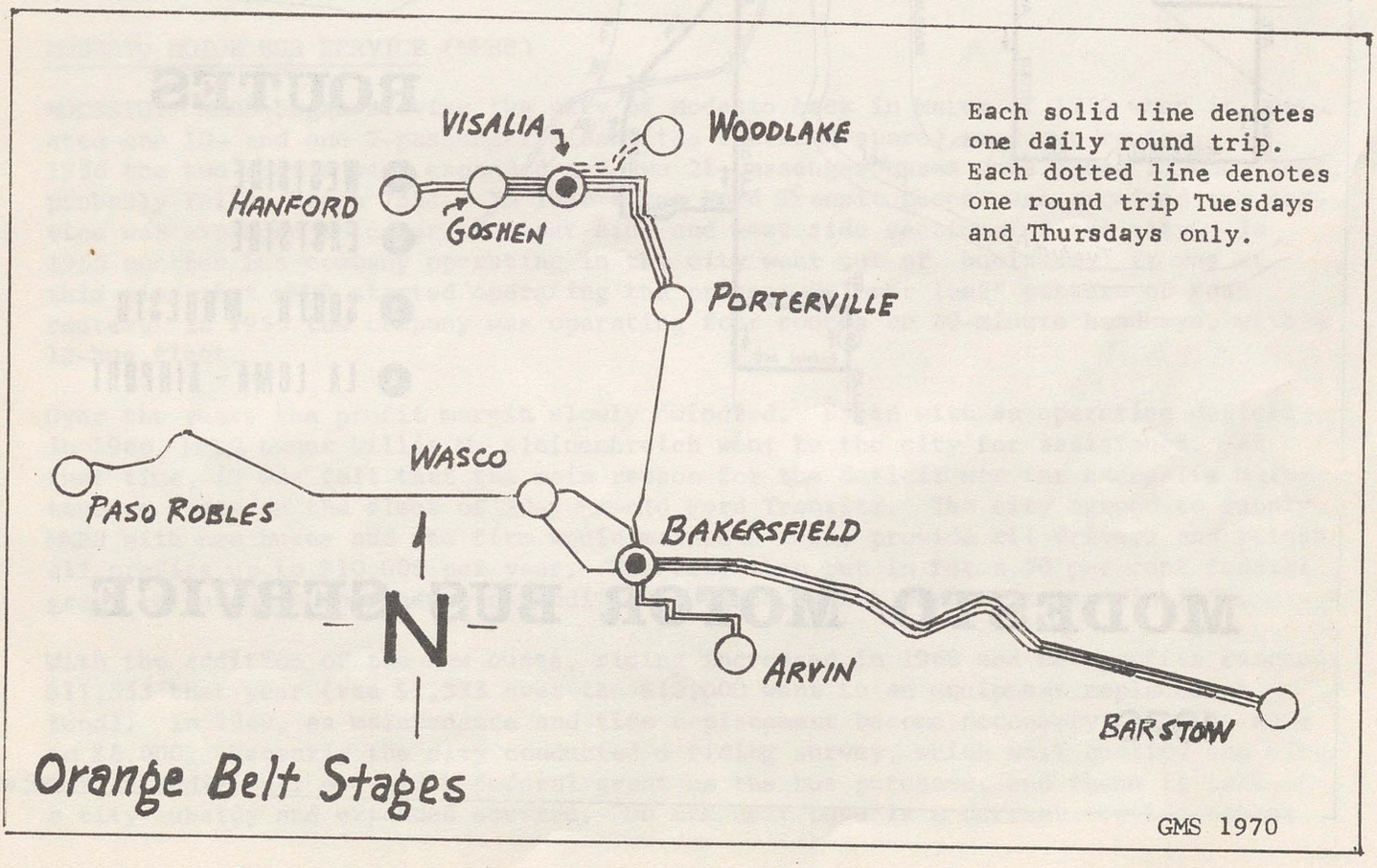
VISALIA: OBS, whose brown-and-orange buses are a familiar sight in the Central Valley of California, is the largest independent intercity carrier in California. The firm operates five routes (one in a pool with GREYHOULD LINES-WEST) and approximately 23 coaches.

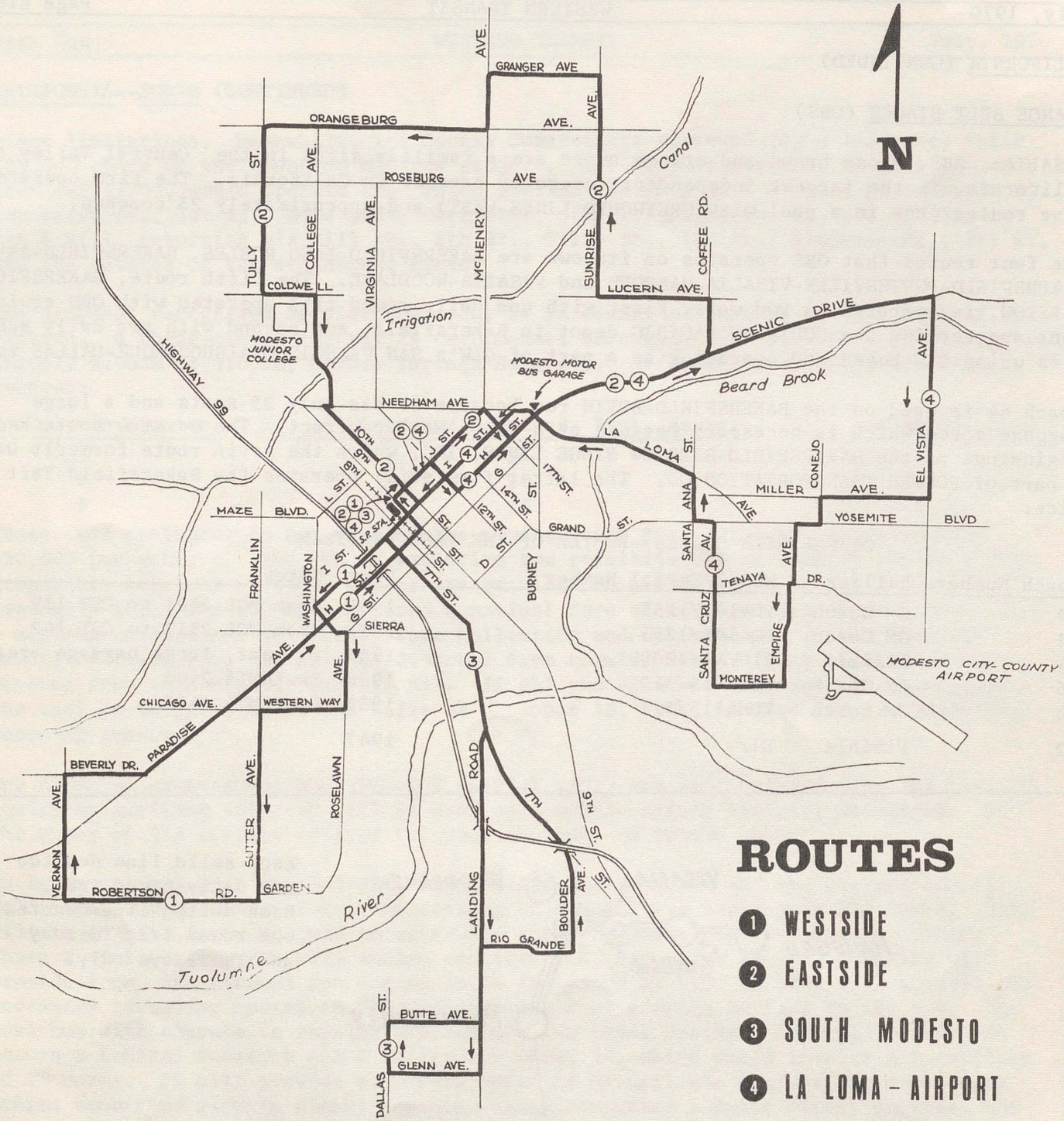
The four routes that OBS operates on its own are BAKERSFIELD-PASO ROBLES, BAKERSFIELD-ARVIN, BAKERSFIELD-PORTERVILLE-VISALIA-HANFORD and VISALIA-WOODLAKE. The fifth route, BAKERSFIELD-BARSTOW, is operated in two ways, first with one daily round trip operated with OBS equipment and serving the SOUTHERN PACIFIC depot in Bakersfield, and second with two daily schedules using GLW buses and operating as a part of GLW's SAN FRANCISCO-ALBUQUERQUE-DALLAS route.

Coach 44 is used on the BAKERSFIELD-ARVIN run because it has only 25 seats and a large baggage space which is necessary because of a U. S. Mail contract. The Barstow route had its beginnings as the BAKERSFIELD-BARSTOW STAGE LINES, INC. which the Arvin route formerly was a part of FOSTER TRANSPORTATION CO. The latter firm still operates the Bakersfield-Taft service.

ORANGE BELT STAGES--ROSTER OF THE LAST FEW YEARS

Coach Number	Builder	Model/Serial Number	Year	Notes
40	GM Coach	PD4103/1255	1951	From WGL 2121 to CST 139
42	GM Coach	PD4103/1251	1951	From WGL 2117 to CST 142
44	Flxible	218FA1/30689	1953	24 seat, large baggage area
46	GM Coach	TDM4515/315	1958	Ex-LAMTA 2403
48	GM Coach	TDH4515/327	1958	Ex-LAMTA 2405
72	Flxible	B1/-	1947	





ROUTES

1. WESTSIDE
2. EASTSIDE
3. SOUTH MODESTO
4. LA LOMA - AIRPORT

MODESTO MOTOR BUS SERVICE

1970

JEP 6/70

CALIFORNIA--OBS (CONTINUED)

Coach Number	Builder	Model/Serial Number	Year	Notes
74	Flxible	B1/-	1947	
76	Flxible	B1/-	1947	
82	Flxible	C1/-	1947	
92	Flxible	B1/-	1947	
110	Flxible	B1/8492	1948	
112	GM Coach	PD4104/2076	1957	
114	GM Coach	PD4104/3577	1958	
116	GM Coach	TD(M)4506/217	1946	Sold-1965
118	GM Coach	PD4104/3758	1958	
120	GM Coach	PD4104/4169	1959	
122	GM Coach	PD4106/435	1961	To Assoc.Chtr Bus 811
124	GM Coach	PD4106/436	1961	To Assoc.Chtr Bus 812
126	GM Coach	PD4106/1938	1963	Wrecked 5/69
128	GM Coach	PD4106/1939	1963	
130	GM Coach	PD4106/2784	1964	
132	GM Coach	PD4106/3148	1965	
134	GM Coach	PD4106/3149	1965	
136	GM Coach	PD4107/270	1966	
138	GM Coach	PD4107/216	1966	
140	GM Coach	PD4107/534	1967	
142	GM Coach	PD4107/535	1967	
144	GM Coach	PD4107/1047	1968	
146	GM Coach	PD4107/1043	1968	

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: MMBS began serving the city of Modesto back in March of 1932 when it operated one 10- and one 7-passenger sedan (the latter a spare) over two routes. In 1936 the two routes were expanded and two 21-passenger buses were added to the fleet, probably Yellow Coach 733s. In 1946 three Ford Transit buses were acquired and service was expanded to cover the east side and west side sections of the city. In 1955 another bus company operating in the city went out of business; it was at this time that MMBS started operating the present "clover leaf" pattern of four routes. In 1956 the company was operating four routes on 30-minute headways, with a 12-bus fleet.

Over the years the profit margin slowly dwindled. Faced with an operating deficit in 1966, MMBS owner Willis M. Kleinenbroich went to the city for assistance. At that time, it was felt that the main reason for the deficit was the excessive maintenance costs on the fleet of 20-year-old Ford Transits. The city agreed to supply MMBS with new buses and the firm would maintain them, provide all drivers and retain all profits up to $10,000 per year. The city then put in for a 50 per cent federal grant to purchase four new air-conditioned buses, which were delivered in 1967.

With the addition of the new buses, riding increased in 1968 and net profits reached $11,333 that year (the $1,333 over the $10,000 went to an equipment replacement fund). In 1969, as maintenance and tire replacement became necessary, profits sank to $8,000. Recently the city conducted a riding survey, which will qualify the city for an additional one-sixth federal grant on the bus purchese, and there is talk of a city subsidy and expanded service. On the next page is a current service table:

CALIFORNIA--MMBS (CONTINUED)

Route	WEEKDAYS 1st Bus	Headway	Buses Req	Last Bus	SATURDAYS 1st Bus	Headway	Buses Req	Last Bus
1--WESTSIDE	645A	30	1	545P	815A	60	1	515P
2--EASTSIDE	715A	30	1	545P	845A	60		545P
3--SOUTH MODESTO	745A	60	1	545P	745A	60	1	545P
4--LA LOMA-AIRPORT	715A	60		515P	715A	60		515P

Routes 3 & 4 through-routed; 1 & 2 through-routed on Saturdays.

Here is a current MMBS roster:

Coach Number	Builder	Model/Serial Number	Seats	Year	Notes
110	Ford	Transit 69B (?)	27	1946	Blue & Cream
114	GM Coach	TDH3501/1041	35	1967	A/C; city-owned
116	GM Coach	TDH3501/1042	35	1967	A/C; city-owned
118	GM Coach	TDH3501/1043	35	1967	A/C; city-owned
120	GM Coach	TDH3501/1044	35	1967	A/C; city-owned

W Y O M I N G

YELLOWSTONE PARK LINES, INC. (YPL)

YELLOWSTONE: YPL has filed an application for authority to carry passengers from Teton Village along Highway 22 to Jackson, thence north on Highway 26-89-187 to Moose and Moran Junction; thence north on Highway 89-287 to Flagg Ranch. YPL proposes to carry passengers for the winter tourist season of Yellowstone Park, Nov. 1-April 15.

A R I Z O N A

MOGOLLON STAGE LINES (MSL)

PHOENIX: MSL, effective May 28, instituted a Sunday round trip on its PHOENIX-PAYSON route. There was previously no Sunday service. Monday through Saturday service consists of two round trips, one that operates through Heber and Show Low to Holbrook in conjunction with WHITE MOUNTAIN LINES.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: DTC, faced with deficits and a demand for a city takeover, has won a five-cent increase in its basic fare (from 35¢ to 40¢) from the Colorado Public Utilities Commission. The increase, granted May 22, was effective June 15. DTC had sought a 10¢ hike in fares to 45¢. Zone fares will remain at 15¢. Route 8--UNIVERSITY HILLS EXPRESS will have a 50¢ fare and Route 14--EAST COLFAX-AURORA EXPRESS will cost 65¢. Shoppers passes are raised to 40 cents.

The City of Denver wants to purchase DTC and it appears that negotiations will take place. A Gilman & Co. consultants' report estimates that the firm is worth $6.9 million and the city hopes to receive a $3 million loan from the federal government to add to the $1.5 million the city has set aside for the purchase. Mayor Bill McNichols is spearheading negotiations with DTC, while Dale Tooley, a potential mayoral candidate in 1971, favors instituting condemnation proceedings which could result in a lower pur-

COLORADO--DTC (CONTINUED)

chase price. Other city officials have been talking about purchasing new buses and creating a city transit property from scratch if negotiations with DTC are unsuccessful.

ENGLEWOOD-LITTLETON-FORT LOGAN BUS LINE (ELFLBL)

ENGLEWOOD: Englewood voters on May 5 approved city acquisition of ELFLBL by a vote of 1,684 to 327. Subsequently, the cities of Englewood, Littleton and Sheridan shared in the purchase price of $71,000 and on May 16 E. Herbertson, owner of the line, turned the property over to Englewood.

DAY AND NIGHT TRANSIT CO. (D&NTCo.)

DENVER: The newest transit undertaking in the Denver area is D&NTC, owned by Thomas B. Hines Jr. The line operates between Denver and the IBM plant at Niwot, northwest of Denver. The firm's one bus is a 1970 Chevrolet school bus, painted yellow.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS is moving cautiously but surely in the direction of setting up its much talked-about Blue Streak Express service. Bids for the development of a transit parking lot and passenger waiting station at Northgate were opened June 17, and experimental bus service between Northgate and downtown Seattle should begin the week of August 10. Clearing and paving of the 4½-acre site and construction of a waiting station will take about 45 days.

Blue Streak buses will follow the express lanes of the freeway from Northgate to the Columbia-Cherry streets exit downtown and then will loop through the downtown area. The Columbia-Cherry ramps will be reserved for the exclusive use of the Blue Streak buses from 6:30AM to 7:00PM weekdays and Saturdays.

Two years ago the federal government set aside a $1.03 million grant for the Blue Streak program, and in January the Urban Mass Transit Administration approved a supplementary grant of $262,000. STS' newest buses, General Motors T8H-5305s (purchased with federal assistance) will be used for the Blue Streak service.

Full cost of the Blue Streak program is estimated to be $1.9 million for the full two-year trial period, with Seattle paying one-third of the cost. The parking lot and terminal site, leased by STS, is north of Northeast Northgate Way between 1st and 3rd Avenues Northeast. The lot will hold about 500 automobiles. Development of the lot and consturction of the station will cost about $268,000. Twenty-six buses will be added to North End routes to implement the program; some will make collection runs through the North End, then head downtown via the Northgate terminal. Others will originate at the terminal and run direct to downtown. In all, extra buses will be added to nine STS routes.

BREMERTON-CHARLESTON TRANSPORTATION CO. (-CTCo.)

BREMERTON: Pending a September election to determine whether city residents will agree to publicly support the Bremerton bus system, the city will guarantee the continuation of service. The privately-owned bus firm has threatened to cease its unprofitable operations if a subsidy plan is not forthcoming.

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				
Contn' Western Lines	14511-14513	B & C	05SE/7972,7974,7975	LA-Wich-NY pool
Amer Buslines-Mid Amer	27508-27513	B & C	07SE/2029-2034	
Greyhound Lines-West	1508-1548	MCI	MC7/-	
	7300-7304	MCI	MC6/7851-7855	
	7305-7306	MCI	MC6/7844-7845	
Allen Transp Co	II-709-II-710	GM Coach	PD4903/277-278	
(Sacramento)	712	GM Coach	PD4903/153	
Long Beach Pub Transp	4901	GM Coach	PD4905/-	
Airport Coach Service	216	GM Coach	PD4108/024	
Oceanside Transp Sys	622-625	GM Coach	T6H4521/258-261	Addn'l Info
Yosemite Transp Sys	69-70	GM Coach	SDM4502/151-152	Addn'l Info
Golden St Chtr Bus	414	Crown	A743-11/35862	53-seat school bus
USED BUSES				
Arrow Charter Lines	422	GM Coach	PD4106/1503	Ex-Assoc A5422D
Channel Islands Bus	B24	Crown	A504-10/32848	Ex-CCBS
	B85	Crown	A590-11/33971	Ex-CCBS
San Diego-Mammoth Ski	2005	GM Coach	PD4106/478	Ex-LVTR 99
Yosemite Transp Sys	73-74	GM Coach	PD4106/--	Ex-
Community Chtr Bus	B23	Crown	A504-10/32846	Ex-CCBS
(Pomona Div)	B39	Crown	A779-11/33009	Ex-CCBS
	B71	Crown	A590-11/33773	Ex-San Clem Stage
	B88	Crown	A590-11/33765	Ex-San Clem Stage
Las Vegas Airport Svc	214	GM Coach	PD4107/500	Ex-SLATCO 214
	651-652	GM Coach	PD4106/-,053	Ex- -,SGL 6254
City of Everett,Wash.	--	GM Coach	TDH3714/075-077,083	Ex-Oceanside
DeserTransit	416	Minibus	MB-1D/449	Ex-APT 416
Leisure Sghtsg & Chtr	4501,2,4	GM Coach	PD4501/515,042,399	Ex-GL-W 8190, 8167,8126
Calif Coast Charter	198	Flxible	VL100/10133	Ex-Golden Bear
Peninsula Transit Line	315-316	GM Coach	PD4104/3229,-	Ex-WGL 8657,-
Calif Sightseeing Tours	C6671D-C6672D	GM Coach	SDM5302/537,444	Ex 401,402
	C5518D	GM Coach	PD4104/3146	Ex 518
Vaca Valley Bus Lines	250-252	GM Coach	TDM4515/109,103, 104	Ex-GL-W 908,902, 903
	253-254	GM Coach	PD4104/-	Ex-Tiger Chtr Line
Gt Western Stage Lines	320	GM Coach	PD4104/3239	Ex-GL-W 8667
Pacific Scenic Lines	III-101	GM Coach	PD4106/1912	Ex 126
DISPOSITIONS				
Transp Unltd.(LasVegas)	107	GM Coach	PD4151/030	To pvt party
Allen Transp Co.	416	GM Coach	TDM4512/070	Scrapped
GLOLA	504,506	GM Coach	PD4106/1103,1105	To GLOW (DC)807-8
Atomic Energy Comm (Richland,Wash.)	34,36,38, 43,44,48, 49,59,60, 61	GM Coach	TDH4507/3018,20, 22,27,28,32,33, 43,44,45	Advertised for sale