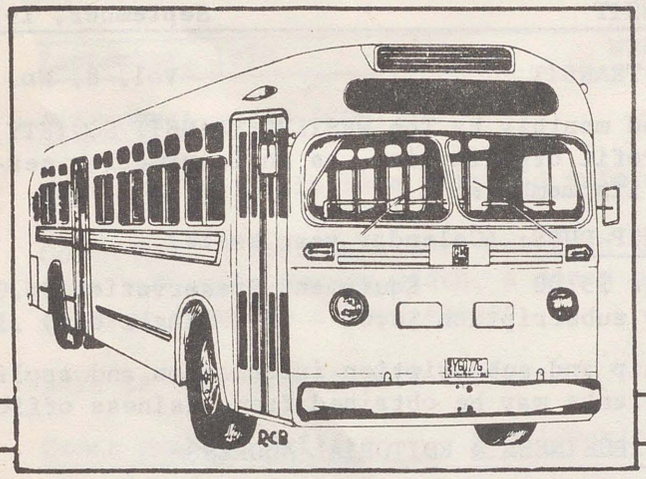


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 9 September, 1970 Fourteen Pages

C A L I F O R N I A

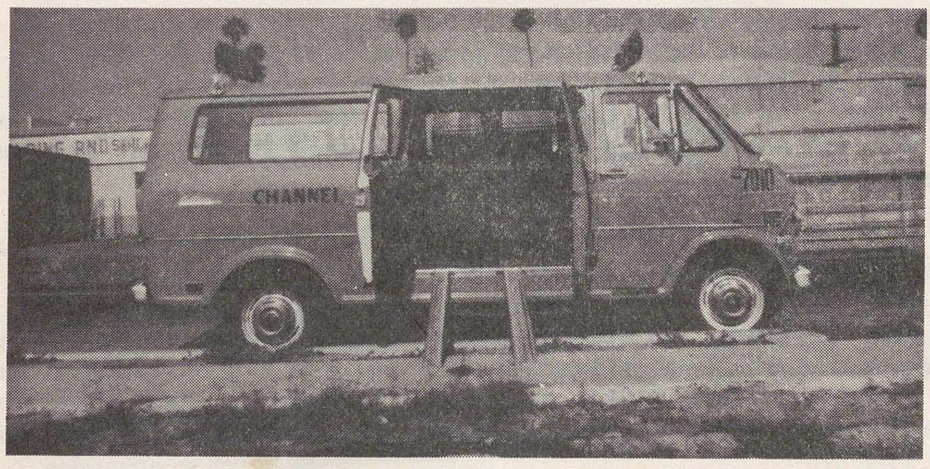
CALIFORNIA SIGHTSEEING TOURS (CST)

HARBOR CITY: CST has filed a PUC application to extend its passenger sightseeing operation between Los Angeles Harbor and Lion Country Safair in Orange County. The firm already has authority to pick up and discharge passengers at the LA Harbor for seven different escorted sightseeing tours. These are Tour 110--DISNEYLAND-KNOTTS BERRY FARM; 111--MARINELAND; 112--MOVIE STUDIOS-LOS ANGELES: 113--HOLLYWOOD MOVIE STARS' HOMES: 114--MARINELAND-MOVIE STUDIOS 115--DISNEYLAND-LOS ANGELES-HOLLYWOOD and 116--combination of 112 and 113. CST uses General Motors PD-4104s in this service.

SOUTHSHORE LINES (SSL)

SAN FRANCISCO: SSL has transferred its certificate authorizing the SAN FRANCISCO-PALO ALTO commuter run to PENINSULA TRANSIT LINES, INC. The trip begins at San Francisco in the morning to Palo Alto returning in the afternoon using one of PTL's PD-4103s which is stored overnight in the SSL San Francisco yard. Operationally, the SF-PA driver spends part of his workday as a relief driver on PTL's city routes in Palo Alto.

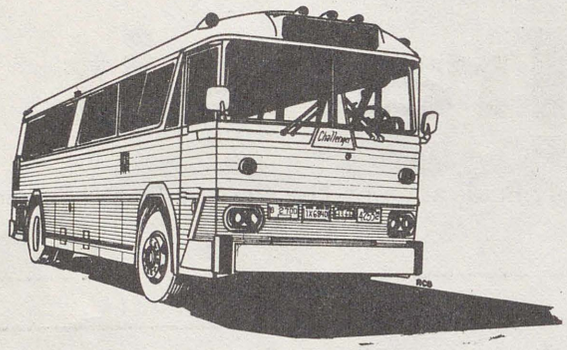
CHANNEL ISLANDS BUS SYSTEM (CIBS)



CIBS 7010; wide door accommodates wheelchairs with ease.

VENTURA: Many school systems have made great strides in providing a good education for handicapped children. How to transport these children to and from school has become the special concern of Mr. and Mrs. Carl Benz, operators of CIBS.

Operating under California charter certificate TCP 151A, CIBS (a COMMUNITY ENTERPRISES, INC., subsidiary) is engaged in charter and school bus operations. The firm has a school bus contract throughout Ventura County with special emphasis toward transporting handicapped children. CIBS also has a contract run with



MEETING NOTICE

October Regular Meeting:

Date: October 11, 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

November Regular Meeting

Date: November 8, 1970
(Time and place as above).

WESTERN TRANSIT Vol. 8, No. 9

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CALIFORNIA--CIBS (CONTINUED)

International Business Machines between the IBM plant at Thousand Oaks and IBM-Azusa Monday through Friday carrying company executives. Coach 3901, a GM Coach PD-4104, is normally assigned to this run.

The company was started about four years ago by Mr. and Mrs. Benz. Benz is now president of CIBS. Because no transportation was provided to transport children--especially the handicapped--from the hilly Oak View area north of Ventura to public school, the Benz' began using a station wagon to carry the children in a sort of car pool. This operation grew until the BENZ BUS COMPANY was formed and secured a school bus contract in Ventura County and purchased several small conventional-style school buses.

By 1968 BBC was growing and had also entered the charter bus field. The same year BBC joined the Community group and a new corporation, CHANNEL ISLAND BUS SYSTEM, was formed.

Two of CIBS' Custom Club Wagons are outfitted to carry five passengers in the rear seat plus four wheelchairs anchored in place using the seat belts provided for the two seats that were removed. The belts are wrapped around the base of the chair and they are secured. The portable metal tracks which provide access to the vehicle for the wheelchairs are also positioned inside as additional braces.

While the school buses are painted the traditional yellow, the parlor coaches are painted

CALIFORNIA--CIBS (CONTINUED)

white and metallic blue with red trim and gold lettering.

Coach B86, a Ford/Superior, has been featured in many movies. Because of its small size and extra-narrow width, a dozen people inside the bus creates the illusion of a large crowd in filmed scenes.

Here is the current CIBS roster:

Coach Number	Builder	Model/Serial Number	Seats	Year	Notes
2	Ford	Ford/Wayne	36/54	1958	Ex-US Navy
4	Chevrolet	HandiVan	12	1967	Ex-Benz Bus Co
8	Dodge	Dodge 300/Wayne	24/36	1964	Ex-Benz Bus Co
251	Crown	A779-11/33389	53/79	1958	Ex-HBI 251
341	Intl	1603/Carpenter	36/54	1964	Ex-HBI 341
367	Intl	1603/Carpenter/725717	36	1967	
481	GMC	300/Superior	32/48	1959	
701	Crown	A779-11/33928	53/79	1959	
791	Crown	A779-11/32520	53/79	1949	Ex-HBI A94
808	ACF Brill	IC41-A/031	37	1952	
B24	Crown	A504-10/32848	53/79	1952	Ex-CCBS B24
B82	Ford	F350/Superior	36/54	1958	
B85	Crown	A590-11/33971	53/79	1958	Ex-CCBS B85
B86	Ford	F350/Superior	20	1958	
B99	Ford	Ford/Superior	36/54	1959	Ex-HBI B99
C608	Chevrolet	Chev/Wayne	24/36	1966	
G903	Ford	Custom Club Wagon	12	1969	
G904	Ford	Custom Club Wagon	12	1969	
G923	Ford	Custom Club Wagon	12	1969	Ex-KCBS G923
G927	Ford	Custom Club Wagon	12	1969	Ex-KCBS G927
G929	Ford	Custom Club Wagon	12	1969	Ex-KCBS G929
G931	Ford	Custom Club Wagon	12	1969	Ex-KCBS G931
G932	Ford	Custom Club Wagon	12	1969	Ex-KCBS G932
G947	Ford	Custom Club Wagon	12	1969	
G948	Ford	Custom Club Wagon	9	1969	Wheel Chairs
G978	Ford	Custom Club Wagon	12	1969	
3901	GM Coach	PD4104/3269	39R	1958	Ex-WGL 8697
3902	GM Coach	PD4104/3214	39R	1958	Ex-WGL 8642
4501	GM Coach	PD4104/304	41	1953	Ex-CCBS 4501
7008	Ford	Custom Club Wagon	12	1970	
7009	Ford	Custom Club Wagon	12	1970	
7010	Ford	Custom Club Wagon	9	1970	Wheel chairs

Abbreviations: CCBS--Community Charter Bus System. KCBS--Kern County Bus System. HBI--Harvey Buses, Inc. WGL--Western Greyhound Lines.

Seating capacities such as 24/36 indicate first, the occupancy of the bus with two people to a seat and second, the occupancy with three people in a seat. Elementary school students are transported three in a seat.

YOSEMITE TRANSPORTATION SYSTEM (YTS)

FRESNO: On August 8 YTS began a new, direct service between Fresno and Yosemite National Park serving both the Greyhound Depot and Fresno Airport. The year-around service replaces sommer-month only service via the Mariposa Big Trees.

CALIFORNIA (CONTINUED)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Earlier this year SBMTD instituted a new route, Line 8--CALLE REAL-FAIRVIEW CENTER on an hourly headway Monday through Friday serving La Cumbre Plaza, General Hospital, the Stow Canyon area and Fairview Center. At the same time all trips on Line 6--GOLETA were routed along Hollister Ave. between La Cumbre Plaza and Turnpike Road. Previously, alternate trips used Calle Real, now served by Line 8. Line 6 Sunday service was trimmed by eliminating the first trip (8:45AM) and the last trip (5:45PM). Service, still 90-minutely, runs between 10:15AM and 4:15PM.

ANTELOPE VALLEY BUS, INC. (AVBI)

LANCASTER: AVBI has reduced service on its three Lancaster city routes: 1--SEARS, 2--EASTDALE and 4--LUTHER MANOR, to operate only on Monday and Thursday instead of daily, Monday through Friday. GM Coach TDH-3610s are used on this service. Each route operates hourly between 9:00AM and 3:00PM; only one coach is needed to serve the three routes.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: During July SDTC reduced service on several of its routes, following on the heels of a lengthy operators' strike and a 10¢ fare increase. Lines 1--EL CAJON BLVD. LOCAL and 3--MISSION HILLS-OCEAN VIEW BLVD. had their weekday base headways trimmed from 20 to 25-minutely and Saturday headways on Lines 4--CLAIREMONT-LOMITA VILLAGE and 5--UNIVERSITY CITY-CLAIREMONT-MARKET ST. were reduced from half-hourly to 40-minutely.

Lines E--EL CAJON and R--LA JOLLA had their rush hour service reduced from 20-minutely to half-hourly, the same as base service. Line 9--CORONADO Monday through Friday base service was improved from 50-minutely to 45-minutely and Sunday service was changed from 25-minutely to half-hourly. Line H--MISSION VILLAGE was rerouted in the vicinity of Sharp Memorial Hospital. Formerly the line ran along Kearney Villa Road, a business street; now it travels through residential areas on the east side of Highway 395, but still passes the hospital.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On August 1 STA established a 20¢ Senior Citizen fare, applying for any ride on STA with no zone fares being collected except on Line 20--CAL EXPO STATE FAIR EXPRESS, Line 51--K STREET MALL TRAM, Flyer service on Line 5 or Line 2 Express or for the Sunday/Holiday pass. Line 20 was operated this year from August 21 to September 9 on the 35¢ base fare basis using coaches 401-406 (GMC T6H-4521s). There were four coach runs regularly assigned, operating between approximately 9:30AM and midnight. A 15-minute headway was run until about 7:30PM, then 20-minutely until close of service. An approximate 8-minute headway was offered on race days between 5:00PM and 7:00PM.

STATE LEGISLATURE

SACRAMENTO: A constitutional amendment will appear on the November ballot, which if approved by the voters, will allow cities and counties to spend up to 25 per cent of their state highway funds, derived from the state gasoline tax, on both smog research and rapid transit projects. The proposal is being fought by freeway and highway groups.

CALIFORNIA (CONTINUED)

ORANGE BELT STAGES (OBS)

BAKERSFIELD: Effective August 1 OBS reduced service on its BAKERSFIELD-ARVIN route to two midday round trips Monday and Friday only.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS reduced service, effective July 12, on Line 7--TORRANCE AIRPORT-L.A. INTERNATIONAL AIRPORT to two round trips in each rush hour; trips leave Torrance Airport at 6:00AM, 6:45AM, 3:45PM and 4:30PM and leave LAX at 6:35AM, 7:28AM, 4:20PM and 5:07PM.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: On July 6, Line 1--PACIFIC COAST HIGHWAY-EASY AVE. was extended to serve the El Dorado Estates area (WT 7/70) on a 40-minute weekday headway, with hourly service offered on Saturday and Sunday.

LA RAMBLA BUS LINE, INC. (LRBL)

SAN PEDRO: LRBL is believed to be the new operator of the LA RAMBLA-BARTON HILLS, POINT FERMIN and GAFFEY routes in San Pedro. Previously, SAN PEDRO MOTOR BUS ran the Gaffey and Point Fermin routes while the La Rambla line was operated by LRBL, then only a fictitious business name of a sole proprietorship. On May 1, LRBL's Gaffey route had its Sunday/holiday service discontinued. Monday through Saturday service operates on a half-hourly headway between 6:00AM and 7:40PM.

AMADOR STAGE LINES (ASL)

STOCKTON: ASL has reinstituted its STOCKTON-JACKSON-RENO route operating one round trip three days a week. Service leaves Stockton at 3:30PM on Tuesday, Thursday and Saturday returning from Reno at 5:20AM Wednesday, Friday and Sunday.

PEERLESS STAGES SYSTEM (PSS)

OAKLAND: PSS's mainline OAKLAND-SAN JOSE-SANTA CRUZ schedule was revised effective June 28 showing 16 round trips weekdays between Oakland and San Jose, including 4 daily round trips between Oakland and Santa Cruz, and two weekday Fremont-Palo Alto trips.

The San Jose local schedule was reissued on June 8, showing 11 weekday round trips between San Jose and Los Gatos, 13 weekday round trips on the East Foothills loop route, three daily round trips between San Jose and Agnew State Hospital and five weekday round trips between San Jose and Monta Vista, including one round trip between San Jose and Loyola. On September 8 one round trip was added between San Jose and Los Gatos and two round trips on the SAN JOSE-MONTA VISTA route were extended to Holy Cross School for the fall term.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: GLOLA has been granted authority by the PUC to serve the new Ontario Motor Speedway from several points in Los Aggeles and Orange counties. On Labor Day, the day of the "California 500" auto race, GLOLA operated service on a reservation basis only ($5 round trip fare) from Anaheim, Buena Park, Long Beach, Los Angeles, Hollywood, Beverly Hills, Santa Monica, North Hollywood, Glendale and Pasadena.

CALIFORNIA (CONTINUED)

O-U TRANSIT LINES (OUTL)

ONTARIO: OUTL has filed an application to extend its ONTARIO-UPLAND route to serve the new Ontario Motor Speedway.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: SCRTD is one of at least five operating properties participating in the development of a "high capacity uniform-designed super bus" by the National Transportation Center, Pittsburgh. Other transit systems participating thus far are those in Dallas, Pittsburgh, and Minneapolis-St. Paul, and the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT. The project is 90% federal-funded. We understand that the proposed vehicle will be articulated.

Water bumpers will be installed on 10 of the new buses on order from Flxible, at a total estimated cost of $1,600. Their use will require permits from the State Department of Public Works for the operation of overlength buses.

A committee of the District's board of directors has recommended modification of the monthly pass prices, on the premise that the average number of rides per pass is greater than anticipated.

All four bills proposed or endorsed this year by the RTD were passed by the state legislature. One of these increases the maximum bus weight limits, permitting unrestricted use of the new buses now on order. The others relate to reciprocity between RTD and state employes' retirement plans, carrying of firearms by RTD special agents, and provision for mass transit in freeway medians.

Service on several lines was disrupted on account of riots the weekend of August 29-30. In East Los Angeles, four lines were suspended and one rerouted. The operators' rest room at the Whittier & Brannick loop was vandalized and bus stop benches (not owned by RTD) throughout the area destroyed. Meanwhile, one line in Wilmington was rerouted due to disturbances in that area.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of September, 1965)

+WILLIAM BOURNE was named General Manager of SACRAMENTO TRANSIT AUTHORITY succeeding the late George Troutwine. Bourne was formerly with LOS ANGELES METROPOLITAN TRANSIT AUTHORITY, CROSSTOWN SUBURBAN BUS LINES, and owner of SOUTHLAND BUS LINES.

+UCLA begins a shuttle bus service between the Student Union and West Medical Campus parking lot using leased CHARTER BUS TRANSPORTATION SYSTEM GMC TDH-4507s.

+PALM SPRINGS TRANSPORTATION SYSTEM inaugurates city service using one air-conditioned Ford Econoline.

The last week in August was celebrated as ExtraCar Week in Huntington Park, the second such community promotion in the current series. One variation was that RTD passengers were given wooden nickels instead of the lapel emblems used in Pasadena (WT 4/70).

Special service is now being operated for events at the Ontario Motor Speedway. Service is operated from Los Angeles, El Monte, Pomona, Montclair, Ontario, Riverside, San Bernardino and Redlands on an advance sale premium fare basis. The premium fare, in each case, is 60¢ over the regular fare to or from Ontario Airport. The route authorizations include a multitude of possible combinations, but it is anticipated that the direct service from Los Angeles will operate via the Pomona Freeway,

CALIFORNIA--SCRTD (CONTINUED)

Brea Canyon Rd. and Mission Blvd. to the Ontario Airport. In addition to the various through services, a shuttle service will operate, at a 60¢ fare, between the Ontario Airport and a bus zone directly in front of the main grandstand at the Speedway. In order to avoid traffic congestion, regular line 60--LOS ANGELES-SAN BERNARDINO-RIVERSIDE-REDLANDS service will be detoured on major event days via Mission Blvd., betwen Etiwanda Ave. and Grove Ave. (near Ontario Airport).

Disc brake systems will be included, for test purposes, on five of the 200 new buses now on order. This was one of the several requested alternates for which bids were received initially.

Early in August the first experimental natural gas engine was being installed in bus 6099. Major modifications are involved.

Samuel B. Nelson has resigned as RTD general manager, effective October 4. He will be succeeded the next day by Jack R. Gilstrap, long a member of the District's top management and presently Assis tant General Manager for Rapid Transit Development. Although not a professional transportation man (his field being public administration) Gilstrap is, unlike more of his predecessors, thoroughly familiar with the RTD and its future plans. This promotion from within to the District's Number One management position is quite unlike the procedure followed on the last two such occasions, when a major effort was made to recruit someone from outside.

Coach 5999, long a test bus for new engines, now has a GM 6V-71 like the other 5900s. The 5999 was the testbed for RTD's first Cummins diesel and was the only RTD city-type bus thus far to be equipped with a GM 8V-71.

The following coaches have been authenticated as repainted in the District's Chrome Yellow, Champagne Gold and White color scheme since our last report: 5138, 5140, 5142, 5144, 5151, 5153, 5306, 5313. With this listing all New Look coaches are now in the new livery plus TDH-4801s 5100-5149. The 5150-5199 is the only class yet to be completely repainted.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: The first of 10 prototype cars for the BARTD rail system was delivered early in September to the system's Southern Alameda County yard. A total of 10 cars was to be delivered by the end of October for a year-long testing program on the system's completed Southern Alameda County line. The cars--first of a $66.7 million contract for 250 cars--were manufactured in Chula Vista, Calif., by the Rohr Corp.

Meanwhile, it was announced that the overall BARTD construction program is nearly 70 per cent complete. Revenue service between Fremont and downtown Oakland is scheduled to commence in the fall of 1971.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The Municipal Railway's fare system was revised on August 31, the second such revision in just over one year. Changes were as follows:

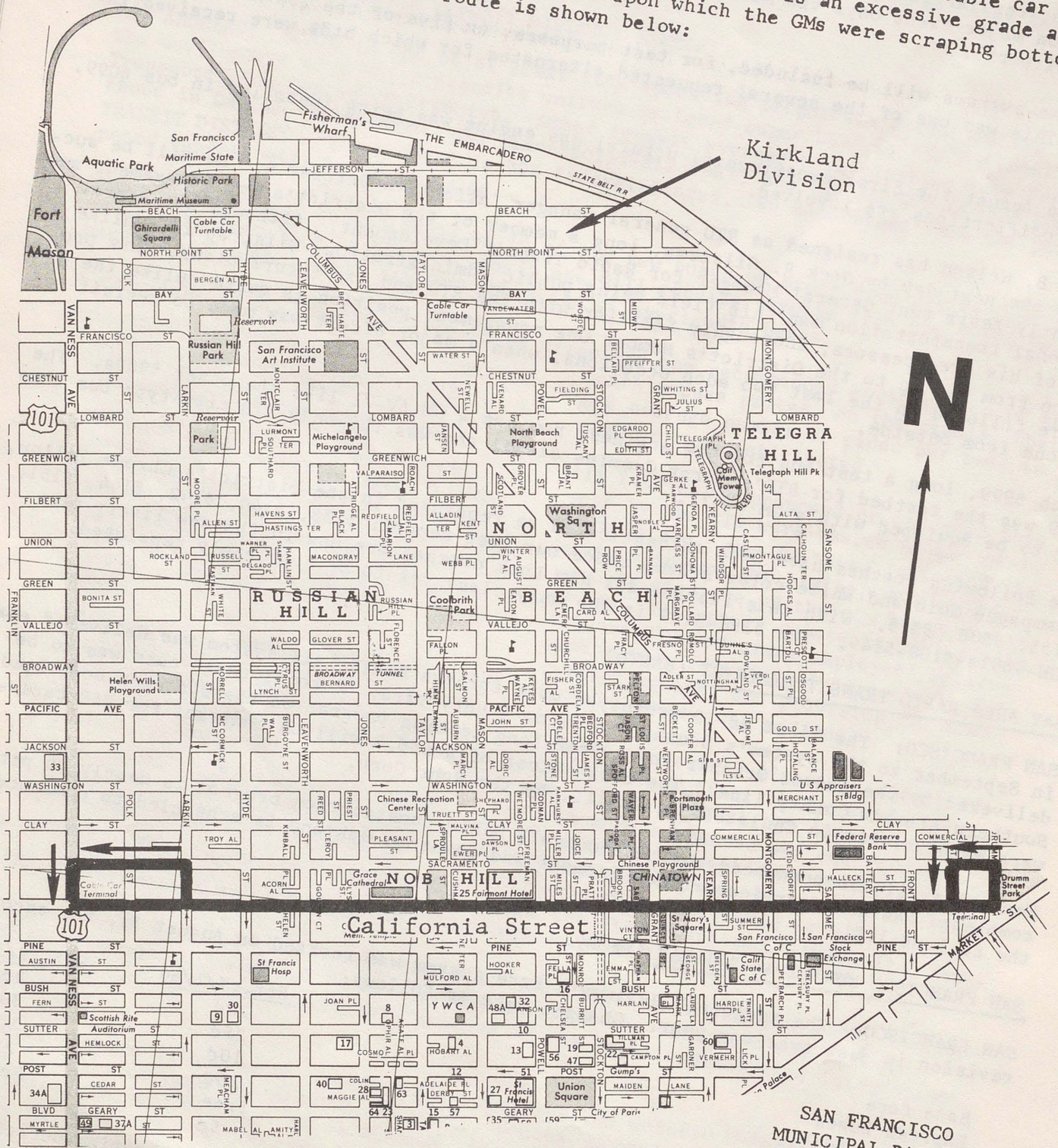
	Eff. 7/1/69	Eff. 8/31/70
Base fare	20¢	25¢
Express buses	25¢	30¢
Shoppers Shuttle	10¢	10¢
Cable Car fare	25¢	25¢
Transfers	Free	Free
Senior Citizens Fare	5¢	5¢

The fare increase represents a renewed attempt to cut Muni's annual operating deficit, which

CALIFORNIA--SFMRy (CONTINUED)

has varied from $19 million to $23 million.

Mack C-49DT coaches in the 2600 series have replaced GMC T8H-5305s as cable car replacement equipment on Line 61--CALIFORNIA. Reason for the switch is an excessive grade at the intersection of California and Stockton streets upon which the GMs were scraping bottom. Route of the cable car replacement route is shown below:



SAN FRANCISCO
MUNICIPAL RAILWAY

Temporary Cable Car Replacement
Motor Coach Rt. 61

CALIFORNIA--SFMRy (CONTINUED)

This month's plan for retention of streetcars during reconstruction of the Twin Peaks Tunnel connection to the Market Street subway is to run the cars up the hill west of Castro on Upper Market for a distance of about two blocks and then into the tunnel via two temporary portals to be cut in the vicinity of Eureka Valley Station.

ORANGE COUNTY

LAGUNA BEACH: Efforts toward public coordination of transit facilities in Orange County moved forward on two fronts. The City of Laguna Beach purchased the assets of LAGUNA BEACH TRANSIT CO. and announced that studies will be launched for a new type of transit vehicle, possibly an electric tram for use in the hill areas of Laguna.

The Orange County Board of Supervisotrs has unanimously agreed to place the ORANGE COUNTY RAPID TRANSIT DISTRICT proposition on the November 3 general election ballot. If approved ORTD would be governed by a five-member board with the power to tax up to five cents per $100 of assessed valuation on a countywide basis to build and maintain a mass public transit system. ORCTD boundaries coincide with those of Orange County. Proponents have stated the district is needed to consolidate the fragmented pieces of public transportation presently existing, to join in regional transit studies and to acquire federal and state financing for public transit operations.

RAPID BUSWAY PROJECT

LOS ANGELES: Agreement concerning financing of the proposed Rapid Busway project on the San Bernardino Freeway has been reached among state and federal transportation officials. All that remains now is State Highway Commission approval and the completion of designs for the 11-mile busway to be built along the freeway and in the median strip.

The SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, which would operate the busway, has plans to add two new exclusive bus lanes and to construct a terminal in El Monte, plus stations at San Gabriel Blvd., Cal State Los Angeles and General Hospital. A tentative cost breakdown showed $26.4 million would come from federal and state highway funds on a 90/10 basis. RTD would contribute $4.3 million and the Urban Mass Transportation Administration would make a $5.2 million grant available for stations, new buses and a 1,600-car parking lot in El Monte.

CALIFORNIA MOTOR COACH NEWSLETTER

Editor's Note: Twenty years ago WT Member Robert Burrowes published a monthly newsletter called the "California Motor Coach Newsletter." Many of the items contained in the July 3, 1950, issue are interesting to recall 20 years later--20 years which have seen rapid change in the passenger transport industry. Here is a selection of items from that edition.

FOLLOWING AN ORDER effective Sept. 30, 1950, the Burlington Transportation Company will take over and operate the long-haul traffic of the Gibson Lines. The Gibson Lines' certificate between Roseville and Reno, Nevada, has been under lease to the Burlington Trailways for several years. The Gibson operation will retain the local and suburban services in the vicinity of Sacramento and the following routes: Sacramento-Roseville, Sacramento-Chico, Sacramento-Marysville, and Oroville Y-Oroville. Burlington will operate the services between Sacramento and San Francisco and between Sacramento and Stockton. Burlington equipment has been operated

CALIFORNIA--CMC NEWSLETTER (CONTINUED)

on Gibson Lines schedules into San Francisco for several months already. This new move will give the Burlington Trailways local rights in California from San Francisco to the California-Nevada state line, near Reno, with only two exceptions, between Oakland and San Francisco and Sacramento and Roseville. Burlington has been operating in California since the early 1930s. A combination of Aerocoaches, GM transits, and Flxibles are being operated by Gibson Lines while Burlington has been using Brill IC models for several years.

IN A COMPLAINT filed before the State PUC, U. W. Metter, owner of the Delano Bus Lines, has charged that local taxi operators are operating a common carrier for hire service without the official sanction of the PUC. Metter alleges the local cabbies are charging on a per person basis for the service which Delano Bus Lines is authorized to provide.

IN ORDER TO PROVIDE a more adequate service due to the recent developments in Oxnard residential and business areas, Isabel Howard and Ben E. Nordman, owners of Harbor Transit, have been issued a certificate to reroute their Oxnard-Silver Strand Beach route.

IN AN AGREEMENT with the Municipal Railway of San Francisco, the Pacific Greyhound Lines has agreed to discontinue carrying passengers within the city limits of San Francisco. Passengers in the Mission, Bayshore and Visitation Valley points have availed themselves of the Greyhound service, but now the Municipal Railway's bus service will provide the service to these points. The cessation of the local service will trim about $20,000 annually from Greyhound's revenue.

SANTA FE TRAILWAYS has requested an increase in passenger fares in the State of California. The higher cost of operation coupled with a substantial reduction in travel has made the increase necessary. Under the proposed tariff the minimum fare will be 15¢.

IN ORDER TO STIMULATE Sunday riding, the Municipal Railway of San Francisco started selling all-day Sunday passes fof 35¢ each. The new passes are good for unlimited riding in any direction from 1:00AM to midnight.

MONTHLY NEWS FLASHES: Pacific Electric Railway has eight new GM model PDA-4101s for their Santa Ana-Los Angeles service, replacing the former rail passenger service. We understand the PE has on order 125 GM model TDH-4510s for their rail replacements that will be effective later in the year . . . Municipal Railway of San Francisco has the largest damage suit verdict of its history against it last week. The staggering sum of $146,000 was awarded as the result of an accident in 1948. The City plans to appeal the case...Los Angeles Transit Lines is extending its No. 3 trolley coach line to 3rd & Fairfax Ave...Pacific Greyhound Lines has been granted permission to operate over an alternate route in the vicinity of Folsom . . . Rerouting of the 2 and 3 lines of the San Bernardino Valley Transit Company and the abandonment of certain services will be completed this next week . . . A quick count finds more GM motor coaches in California than any other make; in second place is the White coach. On the other hand we find more operators using Ford Transit coaches.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: The Seattle Transit Commission adopted the plans of a consulting firm which included a 10¢ rise in SEATTLE TRANSIT SYSTEM fares to 35 cents, and reduction

WASHINGTON--STS (CONTINUED)

of schedules to match a dropoff in STS patronage caused by the economic recession. The weekend and holiday pass will now cost $1 (up from 75¢), the 5¢ extra charge on express coaches will be discontinued and school fares will be accepted until 6:30PM, two hours la ter than the former limit. STS is expected to receive an estimated $2.4 million from the 50¢ household and employe tax less about $400,000 because each household will receive two free rides.

The much-heralded "Blue Streak" express bus service was inaugurated September 9. Public reaction has been highly encouraging. Use of the 500-car parking lost, provided at the end of one of the eight Blue Streak lines, increased rapidly. The lot was filled for the first time six days after the service began. Parking is not provided for the other seven lines.

The service is the first of its kind in the nation. "If Blue Streak" is successful, it could influence the design of freeways everywhere," said Stuart N. Adams, chairman of the commission that governs STS. Cost of the two-year experiment is $1.9 million, with two-thirds being paid by the federal government. About a mile of a reversible express lane on the downtown section of Interstate Highway 5 is allocated exclusively to the 26 Blue Streak buses. This makes possible a drastic reduction in some commuter travel times. The trip from the new parking lot near a large shopping center in the northern part of the city to the Municipal Building downtown, a distance of eight miles, now takes 11 minutes. It formerly took as much as 35 minutes.

Seattle has twice rejected bond issues to build extensive rapid transit rail systems. The most recent rejection came last May, when a proposed $440 million bond issue received only 47 per cent of the vote. Proponents blamed the results on Seattle's depressed economic conditions caused by layoffs in the aerospace industry.

To make Blue Streak possible, STS last year took delivery of 70 GM T8H-5305 coaches. Some of the new coaches have been used on STS trackless trolley lines. In August, Jefferson Station, long the principal base of STS' trackless trolley fleet, was closed and all TB operations moved to Atlantic Station. Only about 50 trolleys are still in service, mainly during peak travel hours.

METROPOLITAN TRANSIT CORP. (MTC)

SEATTLE: MTC, an AMERICAN TRANSIT CORP. subsidiary, recently eliminated Sunday and holiday service on its EDMONDS-RICHMOND BEACH-SEATTLE and BOTHELL-SEATTLE routes.

W Y O M I N G

YELLOWSTONE PARK LINES (YPL)

JACKSON: YPL has applied to the Wyoming Public Service Commission for authority to operate between Flagg Ranch (just south of the Yellowstone Park limits), Jackson, Wyo., Airport and Teton Village with service to no intermediate points. It is planned to operate the service between September 1 and April 15.

U T A H

SALT LAKE TRANSPORTATION CO. (SLTCo.)

SALT LAKE CITY: SLTCo. has filed an ICC application to carry passengers and baggage in special operations in sightseeing and pleasure tours between Salt Lake City and

UTAH--SLTCo. (CONTINUED)

West Yellowstone, Montana. SLTCo. also operates the Gray Line service in Salt Lake City.

ROWLEY EXPRESS and LAKESIDE STAGE LINES

SALT LAKE CITY: These two new operators have filed with the Utah Public Service Commission for authority between Salt Lake City and Rowley, serving the intermediate point of Grantsville.

N E V A D A

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: LVTS raised its basic fare from 35¢ to 40¢ effective July 20; tokens are available at 10/$3.35. LVTS had requested the fare hike on June 2 and the Nevada Public Service Commission then suspended the request to study the company's accounting statements and to hear any protests against the action. As of July 13 there had been no protests and the nickel raise was allowed to take effect.

The company said the increase was necessary to offset labor costs from a recently-negotiated contract with Local 631 of the Teamsters Union. Coaches 5301-5304 have been equipped with illuminated roof advertising signs (called Busaramas in Los Angeles) and the company's plan is to eventually equip all coaches with the signs.

LVTS routes have been revised in the downtown area so that all routes now terminate at Third and Ogden, one block north and west of the former terminal at Fourth and Fremont.

All LVTS coaches are now equipped with identical one-piece headsigns with the following readings:

SPECIAL
AIRPORT
OUT OF SERVICE
1 HYDE PARK
2 LANDMARK INTERNATIONAL BOULEVARD SHOPPING CENTER
3 SALT LAKE HIGHWAY
4 KELSO TURNER
5 HUNTRIDGE SUNRISE HOSPITAL BOULEVARD MALL
6 STRIP RESORT HOTELS and MOTELS
7 COLLEGE PARK
8 GOLF RIDGE
9 VEGAS HEIGHTS
10 UNIVERSITY
(BLANK)

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: Effective August 6, the 16th St. Viaduct, normally used by DTC routes 6, 8, 13, 28, 82 and 83 leaving downtown, was closed to traffic. Closure was caused by work on the bridge over Valley Highway, and is expected to last some 2-3 months.

COLORADO--DTC (CONTINUED)

The city moved a step closer to acquisition of DTC when the city council tentatively approved the request of Mayor Bill McNichols to put a $4 million bond issue on the September 8 ballot. Denver's Regional Transportation District is currently planning for a coordinated transportation system that would include DTC. Completion and approval of these plans will mean availability of federal funds from the Department of Transportation. Consultants W. C. Gillman & Co. appraised the company's assets at $6.9 million; the company's asking price may be as high as $9 million, a figure that would include the "going concern" value. The city could institute condemnation proceedings and take over the system, with the price being settled later.

A R I Z O N A

TUCSON TRANSIT AUTHORITY (TTA)

TUCSON: On August 31 the new TTA took over operation of city bus service from the City of Tucson. TTA will continue to operate the service on a month-to-month basis under contract with TUCSON TRANSIT CORP. The city has been running the bus system since last September and the number of patrons has shown a slight increase after selective service improvements were made; the usual summer dip in ridership did not occur this year.

T E X A S

AUSTIN TRANSIT CORP. (ATC)

AUSTIN: ATC, an AMERICAN TRANSIT CORP. subsidiary, ended all transit operations in Texas' capital city by the end of July in a dispute over a competing operation. The competitor, TRANSPORTATION ENTERPRISES, began service at the University of Texas last year. Although the service was restricted to the campus, the competition seriously affected ATC operations and the city bus firm requested the city to insert a protection clause into the franchise agreement between the city and the system. Instead, the city council approved a separate competing franchise for TE, allowing that company not only to serve the University of Texas but to serve outlying areas as well.

The new competing service was available to all 50,000 of the University of Texas' students, employes and faculty; a very large part of the total city population. In a letter dated July 11, ATC President D. J. Giacoma threw in the sponge and halted all service.

TE is now providing all transit service in Austin, using a fleet of school buses. Austin is probably the largest city in the U. S. where all transit service is provided by school-type equipment.

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

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

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Roesch Lines	425	GM Coach	PD4905/154	49NR
MK&O Lines	M701	GM Coach	PD4905/082	47RR
Eastern Cities Transit	94-95	GM Coach	TDH3301/078,-	

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES (CONT'D)				
Fiestacoach	47	MCI	MC7/7630	Unit 10057
Russel Transportation, Inc.	36-37	Crown	A426-11/-,35864	53/79 seat
AirporTransit	15-17	Minibus	MBF PT-159-2D/ 647,-,-	2 door, 17 seat
USED BUSES				
Santa Cruz Transit Co.	28	GM Coach	TDH3714/080	Ex-Laguna Tnst 511
	24,26	GM Coach	TDH4512/2467,2499	Ex-Oceanside 503-505
	47,49	GM Coach	TDM4512/239-240	Ex-Oceanside 501-502
La Rambla Bus Line (San Pedro)	II 101	GM Coach	TG(M)3607/015	Ex-San Pedro TRansit 101
	II 102	GM Coach	TD4007/664	Ex-San Pedro Motor Bus 37
Highland Transit Inc	Unnum	GM Coach	TDH3610/264	Ex-SCRTD 6665
San Diego Economy Line	II 70	GM Coach	TDH4512/2468	Ex-Oceanside 504
Gray Line of SF	452	GM Coach	TDM4801/003	Ex-GLW 9452
Antelope Valley Bus	126,226,326	GM Coach	TDH5103/559,005, 581	Ex-SCRTD 2857,2704, 2879
The Town Tour	4503	GM Coach	TDH4517/386	Ex-LBPTCo. 4503
Melni Bus Service	304	GM Coach	PD4104/2834	Ex-GLW 8566
Indian Detours Transp. (Albuquerque)	439	GM Coach	PD4104/588	Ex-CWL 4102
Hamman Stages (Ore.)	44-45	GM Coach	PD4104/-,2845	Ex-GLW -,8572
Taylor Bus Service	3801-3802	GM Coach	PD4104/	Ex-GLW -,-, 38RR
Falcon Charter Svc	28-30	GM Coach	PD4104/3168,3217, 3218	Ex-GLW 8596,8645, 8646
Holiday Lines	201	GM Coach	PD4104/3193	Ex-GLW 8621
(West Covina)	202	GM Coach	PD4501/-	Ex-GLW
West Valley Charter	31	GM Coach	PD4104/3242	Ex-GLW 8670
(Campbell, Calif.)	52	GM Coach	PD4501/455	Ex-GLW 8134
Jack Rabbit Lines (S.D.)	133	GM Coach	PD4501/830	Ex-GLW 8032
Golden State Chtr Bus	224	GM Coach	PD4106/2762	Ex-Transp Unltd 106
Airport Svc Inc.	5010	GM Coach	PD4108/024	Ex-ACS 216
AirporTransit	6	Minibus	MB-1D/494	Ex-Marin Co Tnst
DISPOSITIONS				
San Pedro Motor Bus	107	GM Coach	TDH3610/1283	For Parts
Napa Transit Co.	74,77	GM Coach	TDM4506/293,318	To Jarrets
Las Vegas Transit Sys	201	GM Coach	TD4507/154	Stored; for sale
Falcon Charter Svc	73	GM Coach	TDM4509/328	To Hawaii
Aztec Bus Lines	733	Flxible	VL100/10107	To Jarrets
M&M Charter Lines	2	Crown	A504-11/32626	To Jarrets
	9	Crown	A504-10/32651	"
	52	Crown	A590-11/33492	"
	M5633D	Crown	A590-11/-	"
Santa Cruz Transit Co	15	GM Coach	TGH2708/080	For Sale