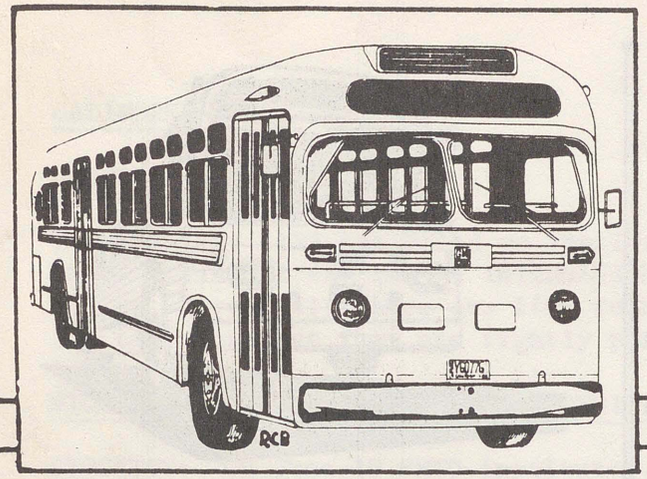


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 10 October, 1970 Twelve Pages

C A L I F O R N I A

LASSEN NATIONAL PARK CO. (LNPCo.)

MINERAL: LNPCo. has received PUC authority to abandon bus service between Mineral and Lassen Volcanic National Park. The park is located in Shasta and Lassen Counties, about 75 miles east of Red Bluff in Northern California.

SANTA CRUZ TRANSIT CO. (SCTC)

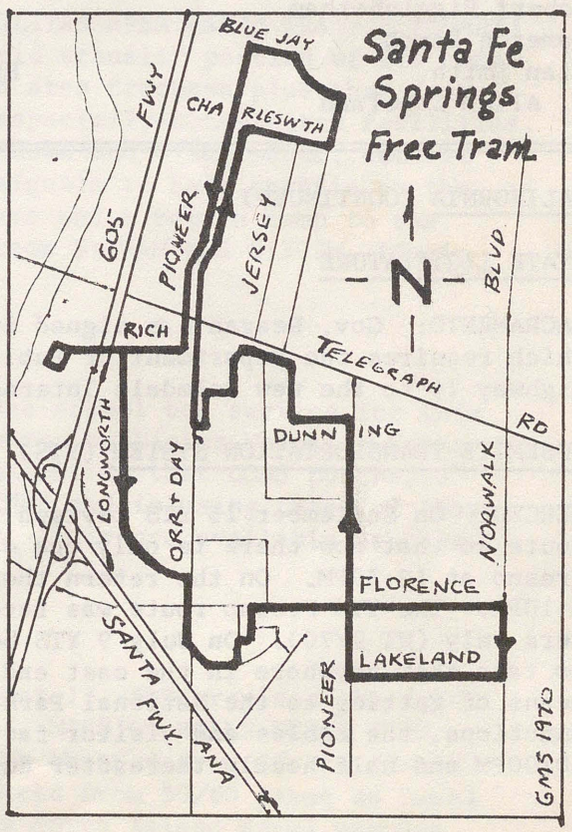
SANTA CRUZ: SCTC routes have been taken over by the newly-formed SANTA CRUZ TRANSIT DISTRICT with SCTC contracting to operate the lines (five within the City of Santa Cruz plus one to Soquel and Capitola) for a per-mile fee. Several diesel buses were purchased in June (WT 9/70) and these coaches are providing the service. All gasoline coaches are now out of service and available for sale. SCTD will purchase the diesels as a part of the agreement and SCTC will remain in the charter business using GMC PD-4103s and PD-4104s. The company also has a certificate to provide On Call service between Santa Cruz and Candlestick Park in San Francisco for sports events.

CITY OF SANTA FE SPRINGS FREE TRAM

SANTA FE SPRINGS: Like its nearby neighbor, the City of Commerce, Santa Fe Springs provides a free bus service--but on a more modest scale. A six-days-a-week free bus service operated between early June and September 7 this year for the third year in a row.

The schedule operated Monday through Saturday with the first trip departing Los Nietos Park at 9:00AM and every hour through 5:00PM except for a break at 12:00 noon. A round trip takes 55 minutes. This year the city contracted with COMMUNITY CHARTER BUS SYSTEM for the service; they used the C968, a 1969 GMC 5500-Wayne 44/66 seat conventional school bus.

SANTA FE SPRINGS TRAM ROUTE MAP →



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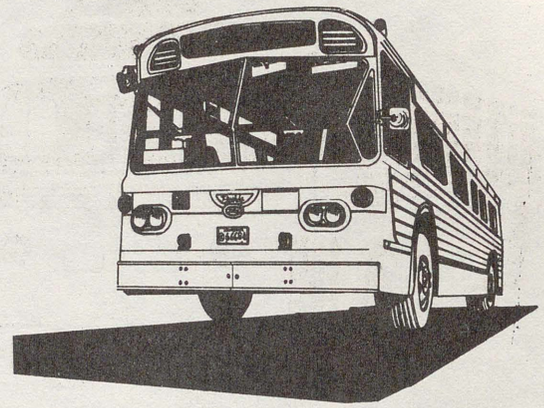
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MEETING NOTICE

November Regular Meeting:

Date: November 8, 1970
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles

Location: West side of Los Angeles, ¼ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue
Transportation: SCRTD lines 4 & 89

December Regular Meeting:

Date: December 13, 1970

(Time and place as above)

CALIFORNIA (CONTINUED)

STATE LEGISLATURE

SACRAMENTO: Gov. Reagan has signed into law Senate Bill 82 (Carrell, D.-San Fernando), which requires the Department of Public Works to reserve bus lanes in widening California Highway 14 to the new Palmdale International Airport.

YOSEMITE TRANSPORTATION SYSTEM (YTS)

MERCED: On September 15 YTS revised its schedule on the MERCED-YOSEMITE via HIGHWAY 140 route so that now there is only one daily round trip leaving Yosemite at 10:00AM arriving Fresno at 12:30PM. On the return the bus leaves Merced at 2:30PM and arrives Yosemite at 5:10PM. The YTS Fresno route was recently changed to operate year around instead of summers only (WT 9/70). On July 9 YTS began a new free shuttle bus for Yosemite Lodge guests to take them anywhere in the east end of the Valley. This bus is the only direct vehicle means of getting to the National Park Service Center, Yosemite Village, the Ahwahnee Trail junctions, the stables and visitor facilities. It runs every 10 minutes between 7:00AM and 10:00PM and half-hourly thereafter during the night.

CALIFORNIA (CONTINUED)

AIRPORTRANSIT (APT)

LOS ANGELES: APT has filed an application to discontinue its LOS ANGELES-HOLLYWOOD-BURBANK AIRPORT and its LA INTERNATIONAL AIRPORT-HOLLYWOOD-HOLLYWOOD BURBANK AIRPORT routes. Presently there are five round trips on the Los Angeles route and one on the LAX route but they are lightly patronized.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: On June 19 SMTD instituted an Exact Fare plan. Last February the District and Division 276 of Amalgamated Transit Union were at odds concerning the lack of an exact fare system; two operators refused to carry change one day and SMTD fired them. The men walked out, and the California Superior Court ordered the drivers back to work and ordered them to make change; SMTD was ordered to put into effect an exact fare system with drivers carrying no more than $9.00 in coin as a change fund. During the life of the 30-day restraining order, the District and Division 276 were to submit the issue to an arbitrator for decision.

The arbitrator, Sam Kagel, found that a system requiring patrons to deposit the exact amount of the fare should be established on a permanent basis on the Stockton property and directed SMTD to install an exact fare system, which it did.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: GLOLA has been granted authority for sightseeing service between Los Angeles and Lion Country Safari at Laguna Hills.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On August 31 Line 16--SACRAMENTO METROPOLITAN AREA RAPID TRANSIT (SMART) was inaugurated (WT 8/70). The line derives the "rapid transit" portion of its name from the fact that eight of the 16 route miles are on area freeways plus that fact that at three of the freeway interchanges buses use especially-constructed facilities. These facilities, located at 12th Avenue, Fruitridge Road and 47th Avenue, consist of offramps marked "bus only," bus-actuated traffic signals to halt traffic on the streets intersecting, a loading platform for passengers and a return ramp to the freeway. Service operates Monday through Friday between 6:30AM and 6:30PM, 15-minutely in the peak and half-hourly in the base.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

STANTON: Among the many school districts CCBS provides school bus service for this year is the Rio Hondo School District in the Pico Rivera-Los Nietos-Whittier-Santa Fe Springs area. The interesting feature of this contract is that CCBS purchased four GMC TDH-5301s from SANTA MONICA MUNICIPAL BUS LINES and is using three of these Dreamliners as Rio Hondo school buses during the week. They are available as charter buses on the weekends.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO; Beginning with the fall Shakeup on September 13, SDTC revised the following schedules: Lines 1--EL CAJON BLVD. LOCAL and 3--MISSION HILLS-OCEAN VIEW BLVD. have had their base headway Monday through Friday changed from 25- to 20-minutely and Line E--EL CAJON had rush hour headways reduced from 30/60 (same as base) to 20/40. Line 9--CORONADO had a reduction in PM peak North Island Naval service.

CALIFORNIA (CONTINUED)

PROPOSITION 18

SACRAMENTO: The question of diverting gasoline tax money to non-highway use -- long a most controversial issue in California politics -- comes up for a vote of the people on Proposition 18 on the November 3 ballot.

This measure gives voters an opportunity to decide if gasoline tax revenue should be used to alleviate smog and to help build public transit systems. At present, the state constitution requires that all such revenue be used solely for state highways and local streets. The amendment would permit the legislature to determine how much tax money should be used for air pollution control. Final decision on gas tax diversion for transit construction, however, would be made by the electorate of individual counties or transit districts.

Powerful special interests, including oil companies, auto clubs and other lobbies, are waging an all-out drive to defeat the constitutional amendment. Contrary to the highway lobby's many billboards, for instance, Proposition 18 does not mean "more taxes." It does mean that some of the money generated from motor vehicles can be used to ease the environmental problems that they have created. A maximum of 25 per cent of the revenues generated by the gasoline tax within a county or transit district for state highway construction or local street use could be used for public transit--if the voters of the county or the district approve.

CALAVERAS TRANSIT CO. (CTC)

STOCKTON: CTC is now operating between Stockton and Lake Alpine in the Sierra Nevada Mountains, via a combination of California Highways 8, 12, 49 and 4. Service previously was operated to Murphy's, about half the distance of the new route.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: An LBPTCo. bus will be equipped for test runs next April or May with a new steam engine which produces two per cent as much smog as an internal combustion engine. General Manager William Farell said the new steam engine was developed by millionaire inventor William Lear, and is rated at 250 horsepower and its turbine and boiler operate without noise or vibration.

Arrangements have been made for its installation in a 24-passenger bus for test runs in San Francisco in January. A 41-passenger bus will be used in Long Beach.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The 200 additional two-way radio installations will be on the 200 new coaches on order from Flxible. With those services for which the need is considered to be most critical already radio-equipped, this is now the most logical next step toward the District's ultimate goal of two-way radios on all buses.

Line 133--WEST COVINA-LA PUENTE now serves the City of Industry plant of Mattel Industries. One AM and one PM trip in each direction is diverted from Temple & Willow Aves., via Temple to the Mattel plant (looping via Baldwin Park Blvd., Railroad Ave. and Temple) and return. This provides service to and from the plant for day shift employes. Night shift employes could use the afternoon trips to work, but have no service available for the homeward trip. It is felt that service to the Mattel plant is particularly important, since the majority of the plant personnel are relatively unskilled, dependent upon a minimum wage level, and unable to afford com-

CALIFORNIA--SCRTD (CONTINUED)

pletely dependable private transportation. The new Mattel service operates Monday through Friday, effective October 4. A completely revised weekday schedule was introduced at that time, offering one less trip in each direction. The Saturday schedule was changed only by elimination of the earliest morning trip in each direction.

At their September 15 meeting, the RTD board authorized their attorney to prepare condemnation proceedings against BLUE & WHITE BUS CO. of Watts. This came after efforts to meet with Blue & White's absentee owner in the hope of negotiating a purchase had met with total failure. Meanwhile, Blue & White has applied to the PUC for authority to issue stock.

RTD service for the first running of the Ontario Motor Speedway '500' auto race carried 9,600 one-way passengers, including more than 120 top officials. More than 90 per cent of the tickets were presold. This service produced a $4,500 profit.

KNICKERBOCKER TOURS operated a total of 82 leased RTD buses for the recent WESCON (electronics) convention.

Line 135--NORTH EL MONTE--SOUTH MERCED will be rerouted slightly in the City of South El Monte. The former route via Rush St., Central Ave., Klingerman St., and Santa Anita Ave. is being replaced by a new route via Rush St. and Santa Anita Ave. This is in response to complaints from residents along Klingerman St., a narrow, substandard roadway. The change goes into effect October 18. Use of an additional section of Klingerman St. had been discontinued previously.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of October, 1965)

+SCRTD's 6000-series Flxibles (model F2DV8C-401-1) placed into service on several East Side interurban routes.

+AIRPORT COACH SERVICE extends its LAX-SANTA ANA route from Santa Ana to Orange County Airport.

+STOCKTON METROPOLITAN TRANSIT DISTRICT establishes Line 9--MORADA and many other service expansions.

As anticipated, RTD is purchasing a second armored truck for use in transporting farebox vaults. The first truck is No. 225, a GMC 7500 Diesel three-axle truck.

The District is executing a Demonstration Grant Contract with the federal Department of Transportation for the development and demonstration of a diesel exhaust emission control system on buses. The use of a test bus will be RTD's principal contribution, most of the cost of this project being borne by DOT.

The RTD is negotiating with the City, County, and Community Redevelopment Agency in the hope of implementing the downtown Minibus proposal. Also, federal assistance is being sought for the equipment purchase. Apparently there is no hope that the Central City Association will join in financing this project.

The first sales tax check, for $4,100,000, was received September 17. Of this, $3,264,626.64 will be available to RTD. Nearly $2,900,000 of this has been withdrawn already, to make up past deficits. (See WT 7/70 for other transit properties eligible for sales tax money.)

The following RTD coaches have been observed as repainted in the Saddle Tan, Champagne Gold and White livery since our last report: 5152, 5154, 5156, 5157, 5159.

CALIFORNIA (CONTINUED)

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy.)

SAN FRANCISCO: Cable car service on Line 60--POWELL-HYDE was temporarily discontinued September 27 because of storm drain construction (WT 6/70, et. seq.). Shuttle service is being operated between Washington and Powell and Hyde and Chestnut using GMC T8H-5305 coaches out of Kirkland Division. No service is presently being operated between Chestnut and Beach, the Hyde St. hill being considered too steep for safe bus operation. As with earlier substitution of the 59--POWELL-MASON cable cars, full Powell St. service is operated with the alternate cars that ordinarily go out Hyde St. going out Mason St. instead.

In September the San Francisco Chamber of Commerce recommended a traffic plan wherein certain two-way streets would be made one way. Included are Geary, Sutter, Howard and Folsom streets. Such a change would affect Muni trolley coach lines 1--CALIFORNIA, 3--JACKSON, 4--SUTTER and 41--UNION-SOUTH VAN NESS. SFMRy. General Manager John Woods reported to the Board of Supervisors that such a change would cost about $500,000 for relocation of trolley coach overhead wires; since his agency had no funds for such a relocation, he opposed the change. Early in October it was learned that the traffic changes would be made, effective November 22.

The trolley coach wires will be relocated, but not at the expense of the Municipal Railway. Last year, the electrical distribution system and "line" employes were transferred to the Hetch-Hetchy Water District, one of the more profitable city departments. Since Hetch-Hetchy owns the wires, and has funds to move them, it was so ordered. During relocation, diesels will replace trolley coaches on the 1, 3, 4 and 41 lines; older buses (Mack C49DTs) are to be used during this period.

During the weekend of September 19-20, streetcar service between 11th & Market and East Bay Terminal was replaced by Route 83--MARKET SHUTTLE buses. Meanwhile, track and overhead wires between 7th and 8th streets on Market were moved back to the center of the street, abandoning the shoo-fly around the construction site of the BARTD-Muni Civic Center Station. At the same time, Line 5--McALLISTER trolley coaches were routed along Mission St. between 8th and the Ferry Terminal.

The next item on the agenda for re-equipping the Muni fleet is the purchase of 25 small buses for shoppers' shuttle services. Muni has received three bids for the 25 buses. Apparent low bidder was Minibus, at $13,377 per unit; following in order were Highway Products (Twin Coach) at $13,450 per unit, and Gillig Bros. of Hayward, Calif., at $14,300 a unit. Muni has specified that the small buses are to be of 18-25 seat capacity, and have 177-hp V8 gasoline engines.

Instead of purchasing 160 new trolley coaches, as Muni had been planning since formulation of its fleet renewal program, it now appears that more than 300 new electric coaches will be purchased over the next two years--enough to completely replace the entire electric coach fleet. Muni has given up plans to replace about half of the city's TB lines with diesels; instead, 14 of the present 15 trolley coach lines are assured of continued operation. Only the 8--MARKET TB line will disappear, because of the Market St. beautification program which apparently will preclude the use of overhead wires along the city's main stem.

Muni hopes to follow the example of the TORONTO TRANSIT COMMISSION, which is getting 151 new trolley coaches from Western Flyer Co. of Winnipeg, utilizing motors and controls from the old units. Plans and specifications for Muni's new trolley coaches, which also will use some components from present coaches, will be drafted next year. The existing 333 trolley coaches in service were acquired from 1949 to 1952.

CALIFORNIA (CONTINUED)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The annual system signup went into effect on Sept. 6, 7 and 12, and the following changes were made:

Line 12--GRAND AVE.-WEST 14th ST. Westbound trips looping at the Post Office Annex on Wake St. were discontinued.

Line 32--OAKLAND-SAN LORENZO-HAYWARD-FAIRWAY PARK EXPRESS. Coaches deadheading from Seminary Division to Fairway Park now operate via Industrial Parkway instead of Tennyson Rd. in both directions.

Line 57C--MACARTHUR BLVD.-COLISEUM. Coaches no longer make Oakland Coliseum loop as a part of the regular route. During scheduled activities at the coliseum, buses will make trips over the loop one hour before the start of activity and at the break of activity coaches to make loop on supervisor's orders.

Lines 90/92--HAYWARD-SOUTH HAYWARD-PALMA CEIA. Weekday 9:35AM trip at Hesperian & Turner Court now makes Chabot College loop at Hayward.

Line 97--SPECIAL SAN FRANCISCO SCHOOL SERVICE. No longer operated since the contract was awarded to ASSOCIATED CHARTER BUS SERVICE and is being provided by yellow school-type buses.

SIERRA LINES (SL)

LAFAYETTE: Coach 306, an ex-Greyhound GMC TDM-4515 (serial 115) has been repainted into SL livery of red/white/silver in a design similar to the 303 (TDM5108/008). The 306 is to be renumbered 304 to fill the gap left when the former 304 (TDM4515/105) was wrecked last May. Coach 305 (TDM4515/106) will retain that number when it is repainted.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: On Sept. 14 MMBL instituted its new PARAMOUNT BLVD. north/south route on much the same route as outlined (WT 7/70). Schedules call for hourly service Monday through Saturday between 6:00AM and 7:00PM using one bus.

GREYHOUND LINES - WEST (GLW)

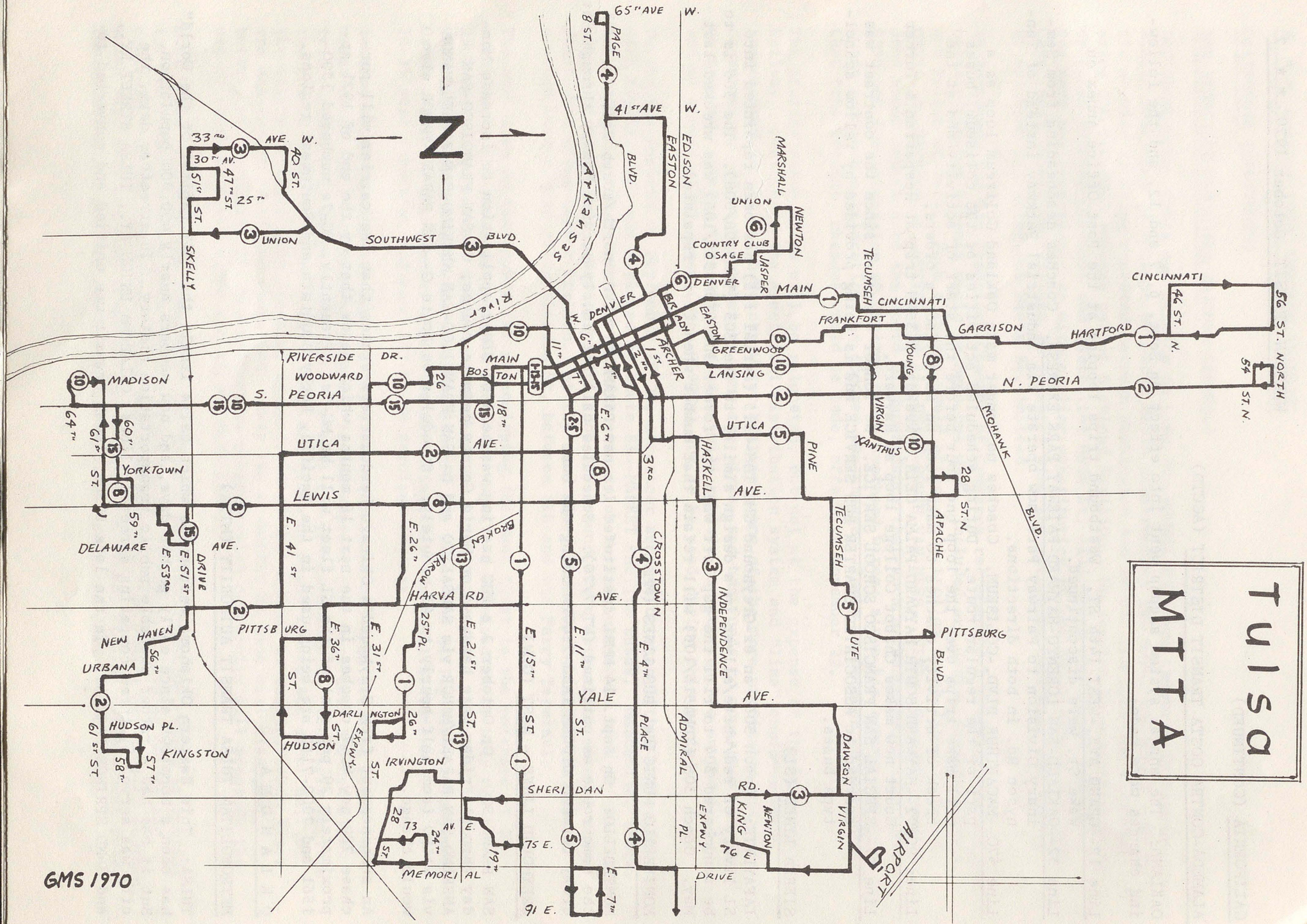
SAN FRANCISCO: On October 2 a PUC hearing was held on GLW's application to increase Monday through Friday base headways on Marin County commute routes, C--SAN FRANCISCO-SAN ANSELMO-SAN RAFAEL/MANOR via SAUSALITO and D--SAN FRANCISCO-SAN ANSELMO-SAN RAFAEL/MANOR via WALDO from half-hourly to 45-minutely. Schedules on Route G--SAN RAFAEL-MANOR also would change.

An announcement from Greyhound's Chicago headquarters states that the carrier will purchase 780 new MC-7 coaches in the next 18 months which means that by the end of 1971 approximately 20 per cent of the GL fleet will be MC-7s. Presently, MC-7s numbered 1500-1561 and 7000-7152 are being used in the Pacific, Rocky Mountain and Southwest regions.

O K L A H O M A

METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)

TULSA: This Eastern Oklahoma metropolis which calls itself the "Oil Capital of the World" has been a boomtown since early gusher days, and now numbers nearly 400,000 population. But it has had a rather unstable public transportation history. In streetcar days, the city was served by three competing streetcar lines, OKLAHOMA UNION RY., TULSA STREET RY., and SAND SPRINGS RAILWAY. In the late 1930s, local transit was unified and converted to


Tulsa
MTTA
N
65th AVE W.
41st AVE W.
8 ST.
PAGE
EDISON
EASTON
BLVD.
Arkansas River
SKELLY
33rd AVE. W.
30th AV.
47th ST.
25th
51st ST.
40 ST.
UNION
SOUTHWEST BLVD.
MARSHALL
NEWTON
UNION
COUNTRY CLUB
OSAGE
JASPER
DENVER
MAIN
TECUMSEH
CINCINNATI
FRANKFORT
GARRISON
HARTFORD
CINCINNATI
46 ST. N.
56 ST. NORTH
54 ST. N.
BRADY
ARCHER
1ST
EASTON
GREENWOOD
LANSING
YOUNG
N. PEORIA
RIVERSIDE DR.
WOODWARD
S. PEORIA
MADISON
64TH
MAIN
BOSTON
11TH
7TH
4TH
2ND
E. 6TH
18TH
26
VIRGIN
XANTHUS
MOHAWK BLVD.
UTICA AVE.
61ST
60TH
YORKTOWN ST.
LEWIS
HASKELL AVE.
PINE
28 ST N
APACHE
TECUMSEH
59TH
DELAWARE AVE.
E. 53RD
E. 51ST
DRIVE
E. 41ST
E. 26TH
BROKEN ARROW
HARVARD RD
AVE.
C. CROSSTOWN
E. 4TH PLACE
INDEPENDENCE
UTE
PITTSBURG BLVD
NEW HAVEN
56TH
URBANA
PITTSBURG
E. 36TH
E. 31ST
25TH PL.
E. 21ST
E. 15TH
E. 11TH
YALE ST.
ADMIRAL PL.
EXPWY.
DAWSON
HUDSON PL.
61ST ST.
KINGSTON
57TH
HUDSON ST.
DARLINGTON
26TH
IRVINGTON ST.
SHERIDAN
RD.
KING
NEWTON
VIRGIN
AIRPORT
28
73
24TH AV.
E.
ST.
MEMORIAL
75 E.
19TH
76 E.
91 E.
7TH
DRIVE

GMS 1970

OKLAHOMA--MTTA (CONTINUED)

motor coach by the NATIONAL CITY LINES-affiliated TULSA CITY LINES. Oklahoma Union Railway Co. changed its name to TULSA-SAPULPA UNION RY. and continued to operate a suburban bus line to Sapulpa (although retaining electric railway freight operations). Also, the Sand Springs Railway continued its suburban streetcar line to Sand Springs until 1954, when the passenger franchise was surrendered to TCL. The Sand Springs Railway continued a very profitable electric freight operation, later dieselizing it.

In 1957, TCL threw in the sponge. Tulsa city authorities awarded a new franchise to M K & O COACH LINES, a major intercity operator (Oklahoma City-Tulsa-St. Louis), which formed M K & O TRANSIT LINES to carry on the city operation. M K &O TRANSIT started operations amid hoopla and optimism, purchasing 75 GMC TDH-4512s (700-774) and several other equipments. However, patronage dwindled rapidly and M K & O was soon disenchanted with the Tulsa city transit picture. In 1969 M K & O pulled out of the picture, and the MTTA was set up as a means to preserve at least a skeleton service. As of July, 1970, the bus roster had dwindled to the following (all coaches inherited from M K & O):

Coach Number	Builder	Model/Serial Number	Year	Notes
T02-T20	GM Coach	TDH4517/478-497	1960	
121-140	GM Coach	TDH4517/1039-1058	1961	
768-774	GM Coach	TDH4512/2253-2259	1957	Only 6 coaches left

All buses are painted light blue with a dark blue belt rail, which is the old M K & O livery. MTTA is acquiring the M K & O buses and garage facilities at 510 South Rockford under a lease-purchase plan. It seeks federal assistance first to pay off the remainder of the M K & O purchase and then to pay for modernization of the fleet and service expansion.

Much of Tulsa is without midday service and fears have been expressed that the city could be the first major metropolitan area without intracity bus service. Saturday revenue has now declined to the level of Sunday service when it was discontinued. Working against MTTA is Tulsa's downtown one-way street pattern and an independent city-operated Park and Ride service which uses large Coachettes running every 5-15 minutes and for only 40¢ a motorist receives all-day parking and free bus service between the parking lot and downtown. By comparison, MTTA has a 30¢ fare with 5¢ zone and 5¢ transfer charges. MTTA hopes soon to restore hourly midday service on lines 2, 3, 4 and 5.

Here is the MTTA service table:

Line		1st Trip	Base	Req	Rush	Req	Sat	Req	Eve	Req	Last trip*
1	RIDGEVIEW-E.15TH SUBURBAN ACRES	5:50A	30/60	4	15/30	8	60/120	2	-	-	6:50P
2	NORTH PEORIA-HOLIDAY HILLS	6:20A	-	-	30	2	-	-	-	-	6:10P
3	AIRPORT-CARBONDALE	5:50A	-	-	30	4	-	-	-	-	6:20P
4	BRUNER STATION-WAGON WHEEL	5:50A	-	-	30	2	30+	2+	-	-	6:05P
5	HASKELL EVANSTON EAST 11TH ST.	5:55A	-	-	30	4	120	1	-	-	6:10P
6	COUNTRY CLUB	6:50A	-	-	AM-2 tp PM-3 tp	1	-	-	-	-	5:40P

OKLAHOMA--MTTA (CONTINUED)

MTTA Service Table (Continued)

Line	1st Trip	Base	Req	Rush	Req	Sat	Req	Eve	Req	Last Trip
8 GREENWOOD-S.LEWIS-E. 41ST	5:55A	25/50	4	15/30	7	30/60	4	50/100	1	9:15P
10 LANSING-S. PEORIA	5:55A	40	3	30	4	60	2	-	-	6:40P
13 EAST 21ST ST.	5:50A	40	2	AM-20 PM-30	3	-	-	-	-	6:30P
15 SOUTH PEORIA EXPRESS	6:45A	-	-	AM-2 tp PM-1½tp	1	-	-	-	-	4:50P
Equipment totals			13		36	9#	9#		1	

Notes: * On Saturday first trips begin 30 to 60 minutes later and terminate 30 to 60 minutes earlier on certain routes and Line 8 has no evening operation on Saturday. Weekday Lines 2, 3, 4 and 5 PM rush starts about 3:00PM with an hourly headway.
+ Rush only. # 11 buses required in Saturday rush.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: The September 8 election on the $4 million bond issue for city takeover of DTC resulted in a failure to attain the needed majority. A second $4 million bond issue has been placed on the ballot for the November 3 election. The second attempt may be more successful than the first since DTC is now threatening to cease operations on November 1. The Tramway had earlier announced plans to quit on May 1, 1971, but an operators' pay increase that will go into effect in November caused the abandonment date to be set up six months. The combina tion of a national election that also will be held on November 3 (which should cause more people to go to the polls) and the expected public uproar over the elimination of transit service may result in a favorable vote on the bond issue.

Commencement of work on Denver's downtown urban renewal project at 16th & Larimer has caused the rerouting of lines 6, 8, 13, 28, 82 and 83 as follows: northbound via 16th, Larimer, 14th, Speer Viaduct, Valley Highway, 19th St. Exit, Platt St., 18th and Central to 16th. Regular route is straight out 16th. Route 40 is rerouted via 16th, Lawrence, 18th and Wynkoop to Union Station. Regular route is via 16th, Wayne, 18th and Wynkoop to Union Station. These reroutings are temporary and became effective September 28.

On September 9 a route change became effective on Line 5--SOUTH GAYLORD-ARGO-50th & FEDERAL. Previously, both north and southbound buses used Bannock St. between Colfax and 1st Aves. Now, only northbound buses use Bannock; southbound buses having been moved over to Broadway, two blocks east. The rerouting was caused by the fact that Bannock was made a one-way street northbound. Broadway already was a one-way southbound street.

W Y O M I N G

DELVER-COLORADO SPRINGS-PUEBLO MOTORWAY, INC. (DCSM)

CHEYENNE: Denver-based DCSPM eliminated one BILLINGS-DENVER-CASPER round trip. There still is one trip between Billings and Cheyenne via Sheridan and one trip on the Denver route destined to Dallas.

A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: PTC has filed a petition with the Arizona Corporation Commission seeking to discontinue all operations. However, at the urging of the city of Phoenix, the ACC in early October ordered PTC to continue service at its present level until March 1, 1971, and authorized a rate increase.

The city urged the delay in PTC's abandonment plans so that it could work through the Maricopa County Assn. of Governments to obtain federal funds with which to pay consultants for studying alternatives to fall back on if PTC closes. Among the possibilities discussed were formation of a public transit district, city operation of the bus system, or finding another private operator. In Tucson, Arizona's other major city, a switchover from private to public operation is already in progress; involved is TUCSON TRANSIT CORP., like PTC, a member of the AMERICAN TRANSIT CORP. family.

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: EPCL started an Exact Fare plan October 4. The City of El Paso was concerned about the convenience to the public of the Exact Fare system and it will be tried initially for a 90-day period.

EPCL has placed many of the former MOBILE CITY LINES GMC TDH-4517s into service without complete repainting. Seven GMC TDH-4509s were sent to Spokane, probably for a local fire emergency, the same way coaches 4075 and 4077 went there in 1967 (See Equipment Report). Concerning the remaining GMC TDH-3714s, coach 3821 works frequently while 3828 has been idle for some time. Buses 3823 and 3825 have not seen much service lately. This makes a total of 17 buses off the property since the 19 Mobile buses came. EPCL sold coach 2579 to the El Paso police department, and sent nine TDH-3714s to BEAUMONT CITY LINES, six TDH-4509s to Spokane, and scrapped 3031.

W A S H I N G T O N

EMPIRE LINES, INC. (EL)

SPOKANE: EL has taken over operation of the former Greyhound SPOKANE-YAHK JUNCTION route. One round trip between Spokane and Yahk and one round trip between Spokane and Bonners Ferry, Idaho, are operated daily.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS inaugurated its "Blue Streak" express bus service on September 9. A total of 26 new buses were added to provide additional service for the seven local lines involved. Running time from the special 500-car Blue Streak parking lot to downtown Seattle is 16 minutes and the Columbia and Cherry Streets offramps from the Interstate-5 Freeway are reserved for buses only. The coaches also have the advantage of special reversible lanes on the freeway.

The two-year demonstration project is being funded by the U. S. Department of Transportation and STS.

NEW WTS MEMBER OR SUBSCRIBER? Back issues of Western Transit and The Booster are available from business office--every issue is new until you've read it!

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				
Community Chtr Bus Sys	7089-7105	Ford	Econnline 300/-	12 seat school bus
Pacific Trailways	520,2,4,6	B & C	05SE/7937-7940	Dallas-Seattle pool
Continental Bus Sys	11514-11517	B & C	05SE/7951-7954	Houston-Laredo pool
Union Bus Lines	22510-22512	B & C	05SE/7955-7957	Houston-McAllen
Marin Co Transit Sys	B 04	Minibus	MB159-2D/604	2 doors
Greyhound Lines West	1549-1561	MCI	MC7/-	
Associated Charter Bus Co	A5324D	GM Coach	PD4905/-	53 seat NR
	5325-5326	MCI	MC7/8428-8429	
	A1367D-A1401D	Intl	Intl 1603-Wayne/-	24/36 seat sch bus
	A3185D-A3188D	GMC	GMC5500-Bluebird/-	44/66 seat sch bus
Pacific Scenic Lines	4020	Crown	A426-11/35961	53 seat sch bus
Torrance Transit Sys	346-349	GM Coach	TDH3301A/117-120	
Las Vegas-Reno-Tonopah Stage Line	212-214	GM Coach	PD4905/096-098	
	215-223	GM Coach	PD4107/015-023	
NEW RAPID TRANSIT CARS				
BARTD	101	Rhor		1st Prototype car
USED BUSES				
SCRTD	1000	GM Coach	TDH4507/1662	Ex 6950; safety bus
Aztec Bus Lines	711-713	GM Coach	TDH4509/451,450,452	Ex LBPTCo 4591, 4590, 4592
Associated Chtr Bus Co	A6011D	GM Coach	TDH4509/750	Ex-SDTS 977
M&M Charter Lines	M6666D	GM Coach	TDH4509/-	Ex-M&M 4586
Spokane City Lines	3055,57,59	GM Coach	TDH4509/384-6,8	Ex-El Paso CL
	3347,49	GM Coach	TDH4509/1408,10	Ex-El Paso CL
West Valley Chtr Lines	Unk	GM Coach	PD4104/221	Ex-WGL 7218
Knickerbocker Tours	236,264	GM Coach	PD4104/330,1099	Ex-GLOSF 236,264
Calif Charter Buses	57	GM Coach	PD4104/3191	Ex-WGL 8619
Franciscan Lines (SF)	128-129	GM Coach	PD4104/3203,3161	Ex-WGL 8631,8589
Amer Sightseeing (SF)	130	GM Coach	PD4104/3204	Ex-WGL 8632
	155	GM Coach	PD4106/1502	Ex-Assoc A5421D
Arrow Charter Eines	Unnum	GM Coach	PD4106/2778	Ex-CCBS 4503
GLOSF	315-319	GM Coach	PD4106/-	Ex-Greyhound
LA & Pico Rivera StRy	1216	GM Coach	PD4151/327	Ex-AVBI 325
Thompson Transp	102	GM Coach	PD4501/577	Ex-WGL 8083
Holiday Lines(W.Covina)	202	GM Coach	PD4501/971	Ex-WGL 8138
South Coast Transit	H18-H20	MCI	MC7/-	Ex-Rio Rico Tucson
Community Charter Bus	5305,7,8	GM Coach	TDH5301/182,184,185	Ex-SMMBL
Bay Cities Bus(Oakland)	5306	GM Coach	TDH5301/183	Ex-SMMBL
DISPOSITIONS				
El Paso City Lines	2579	GM Coach	TDH3610/-	To El Paso Police
	3031	GM Coach	TD4007/231	Scrapped
Torrance Transit Sys	330	GM Coach	TDH4509/1969	To pvt party
Santa Monica MMBL	5304	GM Coach	TDH5301/181	To Rochester,Minn.