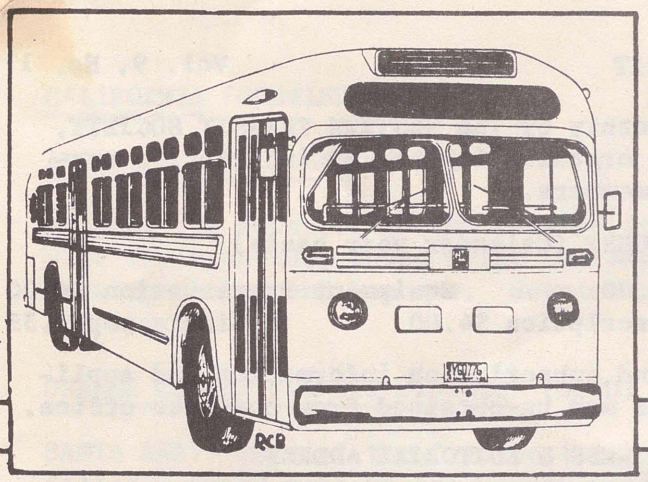


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 9, No. 1 January, 1971 Eight Pages

C A L I F O R N I A

MOYERS STAGES (MS)

FRESNO: The PUC has authorized MS to discontinue its FRESNO-SANGER-DEL REY route, consisting of five daily except Sunday/holiday trips to Sanger, three of which continue on to Del Rey. This abandonment actually means the end of MS as its other route between Fresno and Clovis was given up a few years ago. The company used Flxible Clippers on this route.

SPECIAL CHRISTMAS BUS OPERATIONS

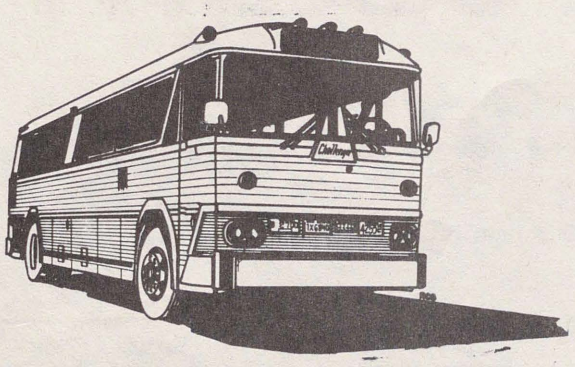
Last year, as in past years, several California transit systems ran especially painted and decorated coaches to add to the holiday festivities. SANTA MONICA MUNICIPAL BUS LINES 5355 (a GM TDH 5303), SACRAMENTO TRANSIT AUTHORITY 145 (a TDH 4517) and LONG BEACH PUBLIC TRANSPORTATION CO. 4526 (a TDH 4519) appeared as red and white striped candy cane buses.

The City of Huntington Park sponsored a free SHOPPERS SPECIAL service operating along Pacific Blvd. between Randolph St. and Florence Ave. six days a week from noon to 8:00PM on a 15-minute headway. The equipment was something brand new for Southern California--a Hyway Products (Twin Coach) TC-25, leased from United Bus Sales of Bell Gardens, painted orange and white.

Service ran from November 27 through New Year's Eve to aid pre and post-holiday shoppers. ALAMEDA - CONTRA COSTA TRANSIT DISTRICT also ran a specially - decorated coach. STA also ran i t s four Minibuses and coach 145 on five shuttle routes in conjunction with radio station KCRA's "S a f e way Home" campaign which encouraged New Year's Eve celebrants to take a bus to their favorite club rather than driving.



Ed Buckley Photo.



MEETING NOTICE

February Regular Meeting:

Date: February 14, 1971
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

March Regular Meeting:

Date: March 14, 1971

(Time and place as above).

WESTERN TRANSIT Vol. 9, No. 1

Published monthly by The WESTERN TRANSIT SOCIETY, a non-profit organization, as an information service to its members.

MEMBERSHIP DUES: (Calendar year basis)

Regular $5.00 Equipment Preservation $6.00
Yearly subscription $4.00 Single copy .35

Membership and subscription information and application blanks may be obtained from business office.

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NEW MEMBERS: Darrell Harvey, President, Harvey Buses, Inc., Culver City (member #96); Robert Campbell, Brookline, Mass. (#97); Peter Groom, San Francisco (#98); Frank McGee, Pasadena, Calif. (#99) and Walter Druck, Los Angeles, Calif. (#100). Welcome aboard!

NOTICE TO MEMBERS

Any change of address must be sent to the Business Office at least 30 days in advance as Third Class mail (used for mailing copies of Western Transit) is not reforwarded or returned to sender and we are unable to furnish duplicate copies.

CALIFORNIA (CONTINUED)

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: The former AIRPORT COACH SERVICE (Orange County area) and the former AIRPORT SERVICE INC. (Long Beach and Pasadena/Monrovia areas) have been merged into one firm with the name AIRPORT SERVICE, INC. (WT 12/70) which has three operating divisions: Pasadena, Long Beach and Orange County. An additional terminal has been established on the LAX-PASADENA-MONROVIA route at the Pasadena Hilton Hotel (150 S. Los Robles) in addition to the Arroyo Motor Inn and Huntington-Sheraton Hotel.

CALIFORNIA (CONTINUED)

ANCHOR BUS CO., INC. (ABC)

FRESNO: On November 10 ABC revised its FRESNO-LEMOORE NAVAL AIR STATION route to provide three weekday round trips and three extra weekend round trips, two of the trips serving Easton and Lemoore. Service to Caruthers, Riverdale and Hanford has been suspended.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Four of the five positions on the new OCTD Board of Directors have been filled. Board members are County Supervisors William Phillips and Robert Battin, Cypress Mayor John Kanel and Westminster Mayor Derek McWhinney. The fifth member was to be chosen by the other four. Twenty-four persons, including Richard Glassoock, president of the former SAN BERNARDINO VALLEY TRANSIT CO., have submitted their applications. The OCTD was formed by a vote of the people last November to coordinate and eventually operate public transit in Orange County.

GREYHOUND LINES WEST (GLW)

SAN FRANCISCO: The California PUC has denied GLW's application to change SFBACR Marin County weekday base headways on Routes C, D and G from half-hourly to 40-minutely (WT 10/70). In order to cope with its ever-growing package express business, GLW has converted additional buses into baggage cars. GMC PD-4501s 1319, 1443, 1471 and 8188 (called "Big Bs") have been changed so that the entire upper level is devoted to storage. The stairway to the upper level has been blocked with plywood paneling with a door for loading and unloading and only the 10 lower deck seats plus rest room remain as passenger space. Several GMC PD-4104s (7504, 7521, 7540, 7555, 7582, 7604, 7610 and II 8501) have been converted into eight-seat baggage buses (the forward two rows of seats remain). The restroom is in the blocked-off area and only short haul passengers are carried on these coaches.

GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT (GGBHTD)

SAN RAFAEL: The two GMC T6H-5306As (WT 12/70) that GGBHTD recently received were originally ordered by LAS VEGAS TRANSIT SYSTEM as its 5305-5306 before the recent General Motors strike. During the strike, LVTS cancelled the order and the buses were resold to GGBHTD and arrived in San Francisco in LVTS red, white and grey. EASTSHORE LINES repainted the coaches into two-tone green and white. The coaches have white roofs and white down to the belt rail, a two-color belt rail (light green on top of dark green) and dark green below the rub rail.

An interesting note on the district's equipment is that for a short time, GGBHTD was the only transit district (perhaps anywhere) to have only one revenue vehicle -- and a ferry boat at that -- followed by two leased buses (now returned to Greyhound) and finally two buses of its own.

MARIN TRANSIT SYSTEM, INC. (MTS)

SAN RAFAEL: MTS, a black-owned company set up to provide local and feeder bus service in the Marin County area, has had a disappointing beginning. Only 2,216 passengers boarded its three blue and yellow buses from the beginning of service last December 14 through January 8.

Income from fares (25¢ for adults, 15¢ for children) amounted to only $489.85. The prime source of income for the company was a subsidy from the MARIN COUNTY TRANSIT

CALIFORNIA--MTS (CONTINUED)

DISTRICT, which has obligated itself to cover deficits of the operation on a six-month trial basis. The subsidy totaled $6,815 for the first 18 days of service which is provided on weekdays except holidays. The GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT is supervising the mid-Marin operation under an agreement with the county transit district. It also has a contract with MTS for bus service connecting with its Tiburon ferry.

In a plan intended to enable MTS to make the best use of its equipment, buses on morning and evening Tiburon commute service are doing off-hour daytime duty on the central Marin runs. MTS says it carried 964 passengers on the Tiburon routes between December 18 and January 8. Fares totaled $236.25. The bridge district's subsidy totaled $2,373.75, or 91 per cent of the company's income for the period.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: On December 18 CTS subsidiaries AMERICAN BUSLINES, INC. and CONTINENTAL ROCKY MOUNTAIN LINES instituted the "Silver Dollar Express," a new LOS ANGELES-DENVER service traveling over newly-opened sections of U. S. Interstate 70 in Southern Utah. This schedule provides the fastest land transportation between Southern California and Denver and also provides first time direct service between the West Coast and Grand Junction, Glenwood Springs and other eastern Utah and western Colorado points. Initial schedule and pool assignment was:

Read Down		Read Up
1045AM lv	DENVER	ar 925AM
540PM	GRAND JUNCTION	325AM
1020PM	COVE FORT, UTAH	1015PM
320AM	LAS VEGAS	410PM
915AM ar	LOS ANGELES	lv 930AM

Buses assigned:

Coach Number	Builder	Model/Serial Number	Year	Remarks
21516	B & C	05SE/8116	1970	46 seat
21517	B & C	05SE/8119	1970	46 seat
25531	B & C	05SE/8128	1970	46 seat
25532	B & C	05SE/8208	1970	46 seat

Passenger loads during the first weeks of operation were highly encoraging, indicating that the operation should be a success.

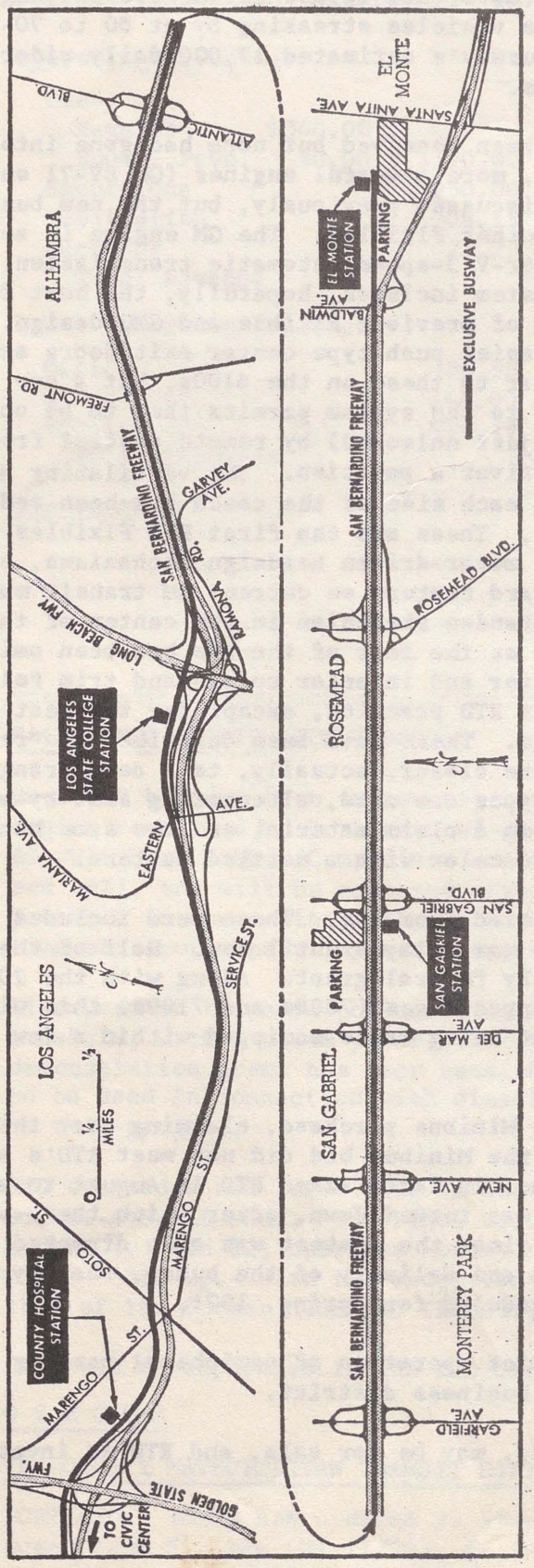
SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: A new rail shoofly for use by Line N--JUDAH cars was put into service during late December and early January. It is two blocks long and occupies Duboce St. between Market and Church. The westbound track has been temporarily relocated on the sidewalk alongside the San Francisco Mint. Removal of tracks from the center of the street will allow for construction of the Duboce Portal of Muni's Market St. subway.

On December 22, after installation of a north-to-west curve at 9th & Mission and a connection between the emergency wire on Ninth that turns south onto Market and the wire on Hayes St. turning off of Market just north of the intersection of Ninth, northbound Line 47--POTRERO trolley coaches were rerouted via 11th, Mission, Ninth, Hayes and Van Ness. Regular route is via 11th, Mission and Van Ness. Case of the rerouting is subway station construction in the intersection of Van Ness and Market. Southbound coaches were rerouted earlier (WT 12/70).

WEST'S FIRST 'BUSWAY'

Dark line indicates the portion of the San Bernardino Freeway to be served by buses only. (Map courtesy Los Angeles Times)



SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: SCRTD is finally trying to do something about putting some meaning into the "Rapid" part of its corporate name. The San Bernardino Freeway rapid busway project is expected to get underway this year with hopes to get the 70-MPH buses rolling on their own lanes by May, 1973.

The State Division of Highways began detail design work in December and the project awaits only the final approval by the federal government and the release of funds. It won't be the nation's first busway--a limited project has been tried successfully in the Washington, D. C., area. Cost of the Southern California project is estimated at about $51.5 million including outlays for new buses.

There is one highly disconcerting note: planners say they'll allow autos to use the bus lanes during periods of reduced bus usage such as weekends, with later plans to allow autos on the busway even during rush hours under a metering system of entry.

The project calls for construction of two new lanes in the median strip of the freeway from El Monte to the Long Beach Freeway with the SOUTHERN PACIFIC (ex-PACIFIC ELECTRIC) right-of-way used from that point to the old Macy Shops, a total distance of about 11 miles. Both sections are occupied by the SP tracks and discussions have been under way with the railroad to shift the trackage slightly to accommodate the busway; an agreement is reported near. Stations are planned at Los Angeles County-USC Medical Center, at California State College at Los Angenes, at San Gabriel Blvd. in San Gabriel and at the eastern terminus in El Monte.

So-called "kiss and ride" parking facilities will be provided for 700 cars at San Gabriel and 1,500 at El Monte, requiring the acquisition of nearly 60 residential and industrial parcels. About 90 more will be needed to shift the freeway slightly north at both locations for ramps and station access facilities.

Although not part of the busway itself, provision will be made--once the project becomes operational--to smooth the way for RTD buses along crowded downtown streets. During peak hours buses will have exclusive use of curb lanes on five miles of city streets from Mission Road, at the busway's westerly end, to Wilshire Blvd. and Western Ave.

The RTD has only a vague idea now about the type of buses it will use on the busway, but articulated transit models have been mentioned. They may be

CALIFORNIA--SCRTD (CONTINUED)

powered by liquid natural gas or some other nonpolluting fuel. In trying to forecast patronage, the RTD starrted with a built-in figure of 7,060--the number of passengers its buses carry along the route today. It added to this total more than 10,000 automobile passengers who might switch to the busway when they see the huge vehicles streaking by at 60 to 70-MPH. At least 100 new buses willbbe needed to carry the busway's estimated 17,000 daily riders. RTD plans for a rush hour headway of about 60 seconds.

About 35 of the new 7000-series Flxible coaches had been received but none had gone into service as of the first week of January. The larger, more powerful engines (GM 8V-71 on the 7000s, Cummins on the forthcoming 7100s) have been discussed previously, but the new buses incorporate a va riety of lesser changes from RTD's other Flxibles. The GM engine is accompanied, as on the 4200s and 6100s, by an Allison Super-V 3-speed automatic transmission, but of an improved heavier-duty type. The syspension system includes, hopefully, the best features of previous Flxible and GMC design. Air-assist push-type center exit doors are similar to those on the 6100s, but a new addition to the system permits them to be opened (not just unlocked) by remote control from the driver's position. The ventilating duct along each side of the coach has been redesigned. These are the first RTD Flxibles to sport motor-driven headsign mechanisms, a standard feature on current GM transit models. The standee stanchion in the center of the aisle at the rear of the bus has been omitted. Exterior and interior colors and trim follow recent RTD practice, except for the seat coverings. These have been described as "red" but are closer, actually, to a deep orange. Two types are used, alternating seat-by-seat between a plain material and the same background color with a mottled pattern.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of January, 1966)

+SAN LUIS TRANSIT LINES begins service six days a week over four routes using two361-0s from ONTARIO MUNICIPAL TRANSIT SYSTEM.

+POMONA VALLEY MUNICIPAL TRANSIT SYSTEM takes over the privately-owned POMONA BUS LINES leasing 10 PBL buses and several buses from LONG BEACH PUBLIC TRANSPORTATION CO.

+The City of Salem, Ore., soon to vote on a proposal to take over CAPITAL TRANSIT LINES. (The system was municipalized).

Two hundred additional bus radio units have beam ordered from RCA. These were included in the District's 1970 capital budget, but the purchase was delayed until now. Half of the cost of the new radio installations will be covered by federal grant. Along with the 200 bus radios already in use and the 200 new radio-equipped buses (7000s and 7100s) this will result in about 40 per cent of RTD's active bus fleet being radio-equipped within a few months.

Hyway Products (Twin Coach) protested the District's Minibus purchase, claiming that theirs (for their model TC-19) was the lowest bid and that the Minibus bid did not meet RTD's specifications as to minimum turning radius. Minibus had, in fact, asked RTD in August to accept a 31 foot instead of 29 foot turning radius but was turned down, after which their vehicle was redesigned to meet the RTD's requirement. Since the protest was also directed to UMTA, it was feared that it might delay construction and delivery of the buses, thereby postponing the start of downtown minibus service scheduled for Spring, 1971.

RTD is studying the advantages and problems of District operation of peripheral parking lots in connection with bus service through the downtown business district.

It has been learned that EASTERN CITIES TRANSIT, INC., may be for sale, and RTD is investigating possible purchase of that system.

FINANCIAL STATEMENT -- 1970

Western Transit Society
Income Statement
For the year ended December 31, 1970:

Operating Revenue:			
Dues:			
Regular	$340.00		
Equip. Prvn.	30.00	$370.00	
Excursions		230.00	
Publication		208.15	
Auctions		21.25	
Total Revenue			$829.40
Less--Operating Expenses:			
Office		56.58	
Excursions		144.00	
Publication		458.79	
Total Expenses			659.37
NET INCOME			170.03

Balance Sheet
December 31, 1970

Assets

Cash:		
On Hand	$ 60.00	
In Bank	337.36	
Equipment Preservation Fund	225.00	$622.36
Accts Receivable		4.17
Sundry Assets:		
Library Acquisitions		169.00
Fixed Assets:		
Preserved Transit Equipment (GCL 8608)		436.15
Total Assets		1,285.01

Liabilities & Net Worth

Retained Earnings	849.74	
Paid-in Surplus	426.27	
Total		1,285.01

CALIFORNIA--SCRTD (CONTINUED)

Bus 6099 has not been in revenue service since installation of a new Cummins diesel engine converted to burn natural gas. It will, however, soon enter service on Line 83--WILSHIRE BLVD. Comparison exhaust emission tests have been made on buses 6099 and 6011, and will be repeated after 6099 has been in service for some time. Major problems in connection with the natural gas operation are expected to be in fueling time and short operating range due to limited on-board fuel storage capacity.

Elsewhere on the anti-pollution front, the state's steam bus project is proceeding on schedule, with a steam power plant to be installed in an RTD bus by June. Also, a demonstration grant has been received by RTD for development of a catalytic muffler to be used in connection with diesel engines and North American Rockwell is working on this project.

RTD started a new locsl line in San Pedro January 11, line 126--SAN PEDRO LOCAL-9TH STREET-AVERILL PARK. The line, using one 4000-series small Flxible bus from Long Beach Division 12, operates Monday through Saturday from 6:00AM to 6:30PM on a 30-minute headway. With the exception of the downtown loop, the route is identical with that of the former HIGHLAND TRANSIT, which folded December 4.

Observed as repainted in the RTD Chrome Yellow livery: 5168, 5171.

O R E G O N

TRI-COUNTY METROPOLITAN TRANSIT DISTRICT (TCMTD)

PORTLAND: TCMTD has ordered 25 53-passenger buses from General Motors and 50 45-seat buses from Flxible (WT 11/70); it is anticipated that these will replace about half of the 130 Mack diesels inherited from ROSE CITY TRANSIT CO.

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 RAPID TRANSIT CARS				
BARTD	102-103	Rohr		Control cars
	501-502	Rohr		Mid-train cars
NEW BUSES				
Cont'l Rocky Mtn Lines	21516-21517	B & C	05SE/8116,8119	LA-Denver pool
Amer BL - LA Division	25523-25524	B & C	05SE/8155-8156	LA-Miami pool
	25525-25530	B & C	05SE/8177-8182	SF-Washn DC pool
	25531-25532	B & C	05SE/8128,8208	LA-Denver pool
Eastern Cities Transit	95-97	GM Coach	TDH3301/080,084-085	
Long Beach Pub Transp	4582-4601	GM Coach	T6H4521A/590-609	
City of Commerce Muni	316	GM Coach	T6H4521/-	
Greyhound Lines West	1590-1599	MCI	MC7/-	47 seat rest room
City of Los Angeles	18101-18102	Minibus	MB1D/491-492	18 hiback seats
USED BUSES				
Drahos Transp Inc	5241	GM Coach	PD4103/1445	Ex-Fresno Tnst 252
Leitzke Studio Rental	II 102	GM Coach	PD4104/4539	Ex-GLW 7561
Yucaipa Bus Service	31	GM Coach	PD4104/2829	Ex-GLW 8561
Intnl Sightseeing Tour	101-102	GM Coach	PD4104/4786,4532	Ex-GLW 7613,7554
Lewis Bros Stages,Salt Lake	216	GM Coach	PD4106/240	EX-GLW 7709
Douglas Bus Lines	586	GM Coach	PD4151/299	Ex-Metro Seattle 2822
Tucson Transit Corp	2666-2667	GM Coach	TDH4512/-,1286	Ex-Shreveport
	2877,2879	GM Coach	TDH4512/2522,2543	Transit Corp
	2982-2983	GM Coach	TDH4512/2991-2992	" "
Greyhound Lines West	7307-7316	MCI	MC6/various	Ex-9710-19 LA-SF
Imperial Leasing Co	Unnum	Twin	TC25/25017	Ex-demonstrator
Brock Bus Lines	15	Dodge	Dodge500/Wayne	Ex-ACB A2166D
DISPOSITIONS				
AirporTransit	1020-1023	Flxible	Clipper/31059-31062	To Jarrets Bus Sls
Greyhound Lines West	7590	GM Coach	PD4104/4763	Scrapped
Falcon Charter Service	76	GM Coach	TDH4515/030	sold-Hawaii
Long Beach Public	3601-2,4	GM Coach	TDH3610/287,290-1	For sale plus
Transportation Co	3616	GM Coach	TDH3612/822	three GMC 4517s
	4593-4599	GM Coach	TDH4509/453-459	
	4802-4803	Mack	C49DT/2237,2339	Ex-Terminal Island Transit
Montebello Municipal Bus Lines	39	GM Coach	TGH3102/480	To Alhambra Church of Christ
Adams Charter Coaches	17,23	Yellow	TDM4505/495,-	For sale
Sierra Lines	301	Yellow	TDM4505/731	For sale
	302	GM Coach	TDM4506/238	"
	310	GM Coach	SDH4502/016	"
	470	Flxible	VL100/10345	"

RENEWAL TIME AGAIN

Dues and subscriptions for 1971 are now payable. Mail today to the WTS business office, address listed on page 2, and don't miss a single issue of Western Transit!