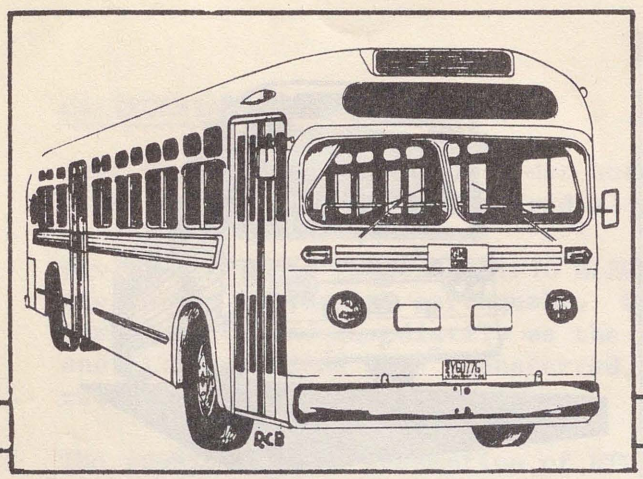


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

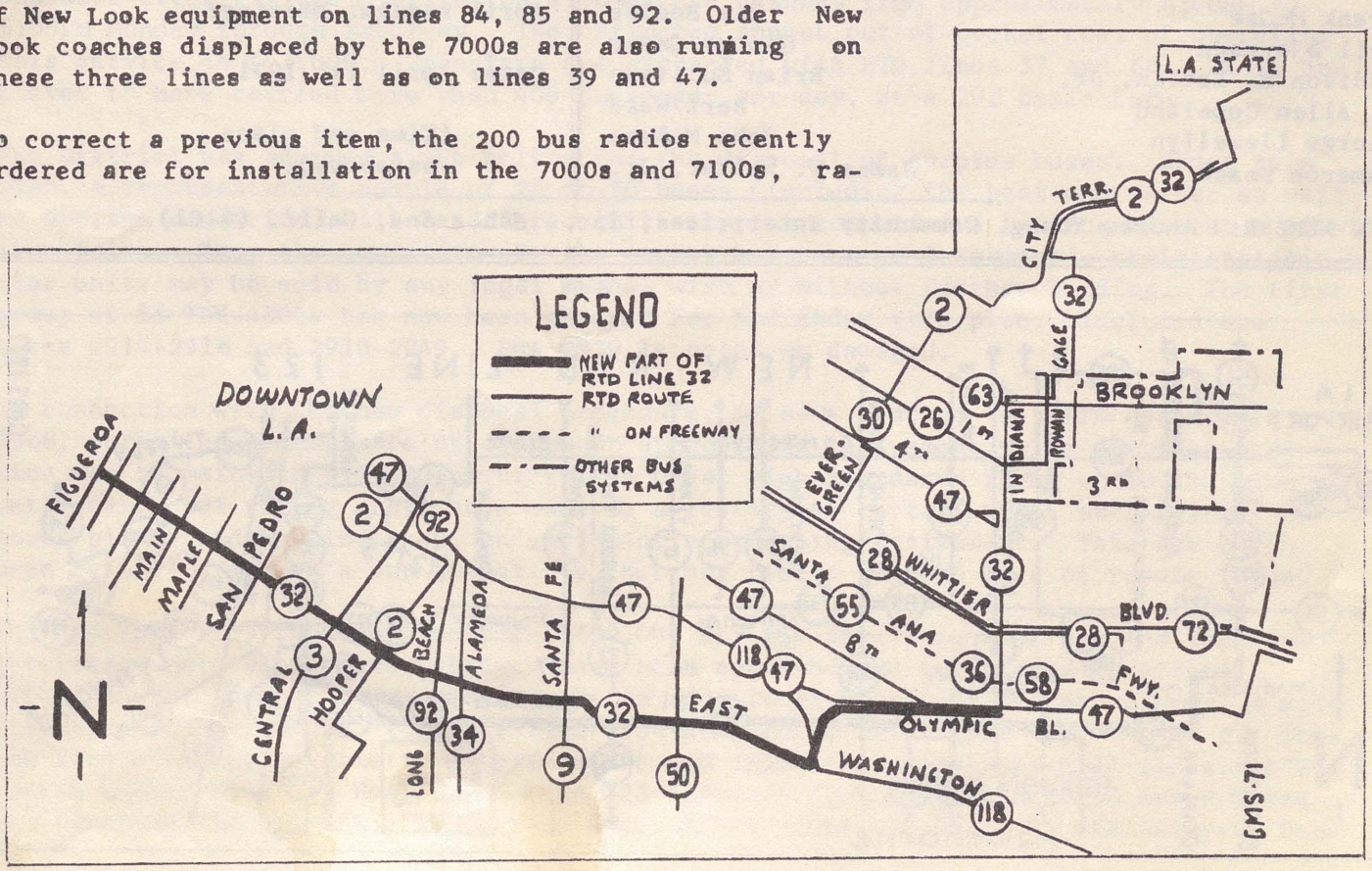
Vol. 9, No. 2 February, 1971 Fourteen Pages

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The first of the new 7000-series buses (GM-powered Flxibles) went into service on Monday, January 18, on Division 1-11 lines 28--WHITTIER BLVD. & WEST THIRD and 92--WATTS and on Division 4-5 lines 6--SOUTH VERMONT & HIGHLAND PARK and 84--WESTERN AVE. A week later, January 25, the new 7000s also went onto Division 1-11 lines 3--SOUTH CENTRAL & WEST SIXTH and 9--WEST JEFFERSON & HUNTINGTON PARK and Division 4-5 lines 5--HAWTHORNE & UNION STATION, 9 and 85--CRENSHAW-VINE-LA BREA AVES. The ultimate plan is for the 7000s to be approximately evenly divided between Divisions 1-11 and 4-5, with Divisions 4-5 having the higher-numbered group. Initially, however, random lowerenumbered 7000s were temporarily assigned to Divisions 4-5. This is the first regular use of New Look equipment on lines 84, 85 and 92. Older New Look coaches displaced by the 7000s are also running on these three lines as well as on lines 39 and 47.

To correct a previous item, the 200 bus radios recently ordered are for installation in the 7000s and 7100s, ra-



WESTERN TRANSIT Vol. 9, No. 2

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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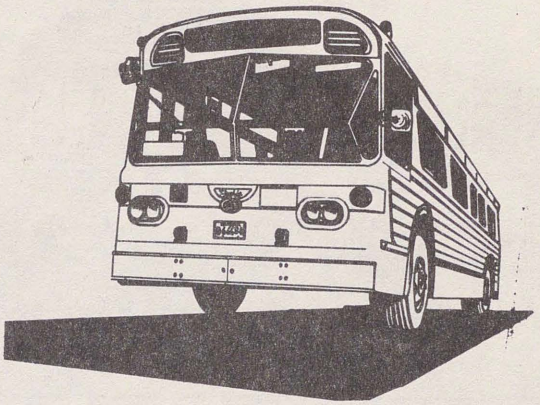
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MEETING NOTICE

March Regular Meeting:

Date: March 14, 1971
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles

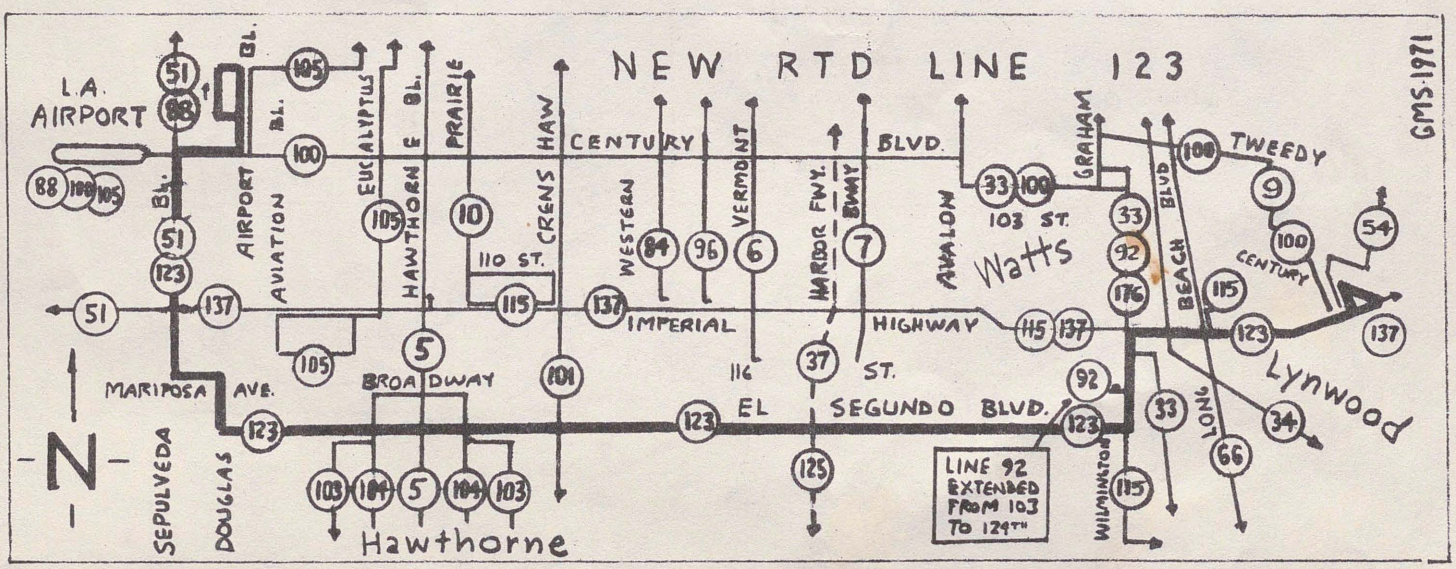
Location: West side of Los Angeles, ¼ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue
Transportation: SCRTD lines 4 & 89

April Regular Meeting:

Date: April 11, 1971

(Time and place as above).

NEW MEMBER: Andrew Young, Community Enterprises, Inc., Santa Ana, Calif. (#101).



CALIFORNIA--SCRTD (CONTINUED)

ther than for equipping of older buses. We had assumed that the radios for the new 7000s and 7100s had been ordered along with the buses.

Division 18, the former PACIFIC ELECTRIC Pasadena Car House, suffered structural damage in the February 9 earthquake. Use of the upstairs offices and operators' room was discontinued immediately as the ceiling caved in and the north roof collapsed, and all operations were transferred, at least temporarily, to Division 3-10 on February 12.

The prohibition on redemption of RTD tokens has been lifted. This restriction had been imposed at a time when the principal use of tokens was by welfare agencies who purchased them in wholesale quantities for distribution to individual welfare recipients. Now, with use of tokens more widespread since introduction of the Exact Fare plan, the prohibition on refunds placed some individual token purchasers at a disadvantage. The welfare agencies' problem will be met with the use of tickets especially stamped to prevent refund.

As reported last issue, new San Pedro Line 126--NINTH STREET-AVERILL PARK was established on an emergency basis on January 11 to replace the suspended service of HIGHLAND TRANSIT, INC. HT discontinued operation on December 3 due to their inability to secure adequate liability insurance--reputedly because of an increase in insurance rates. The Public Utilities Commission suspended HT's operating certificate on December 22 until such time as evidence of adequate insurance has been filed. The new RTD route operates from 6th St. and Harbor Blvd. (looping via Harbor, 4th St., Sampson Way and 6th), via 6th, Palos Verdes St., 7th, Centre St., 9th St. and a loop via Meyler St., 13th St., Patton Ave., 16th St., Le Grande Terrace, Weymouth Ave., 16th St., Dodson Ave., Averill Park Dr., Weymouth Ave., 7th St., Patton Ave. and 9th St. One 4000-class Flxible operates on a 30-minute headway from approximately 6:00AM to 6:00PM Monday through Saturday. The estimated annual out-of-pocket cost of operating this service is $41,000. Transfers are exchanged with RTD lines 37 and 66. HT is believed to have carried more than 400 passenger per day, at a 20¢ basic fare.

The District has adopted a new policy for the disposal of surplus buses. Under this plan, a representative sample of 25 to 50 buses (including the best and worse, as well as average condition) will be offered initially for competitive bidding without a minimum price. Once the condition of the market has been so determined, additional similar units may be sold by any legal means, with or without further bidding. The first group of 35 TDH-4801s has now been offered for bid under this plan. Included are buses 2914-2916 and 2918-2949. Bus 2939 is noted as damaged.

In connection with the new disposal procedure, we have learned that RTD has, since 1968, curtailed maintenance of equipment approaching retirement. The previous practice was to maintain all equipment to the usual high standards right up to the time of retirement, but rising costs have made it necessary to curtail work, particularly on power plants and running gear, on equipment approaching retirement. This has not been reflected in RTD's own operations, but may result in some loss of resale value.

The District's 1971 budget includes $600,000 for the development of new and improved services. Several of these changes have been approved and two placed in effect--albeit in the face of some opposition. An additional east-west crosstown service made its debut on February 8. This is line 123--EL SEGUNDO BLVD. (See map on page 2). This new line connects a variety of residential and industrial areas and will serve the new Martin Luther King Jr. Hospital. Line 123 operates from Airport Blvd. & Arbor Vitae St. (looping via 96th St., Lilienthal Ave., Arbor Vitae and Airport) via Airport, Cen-

CALIFORNIA--SCRTD (CONTINUED)

tury Blvd., Sepulveda Blvd., Mariposa Ave., Douglas St., El Segundo Blvd., Wilmington Ave., and Imperial Hwy. to Century Blvd. & Imperial (looping via Century, Norton Ave., and Imperial). Line 123 operates from approximately 5:00AM to 7:00PM, Monday through Saturday. Five buses provide a 30-minute headway on weekdays with four coaches on a Saturday 40-minute headway. The estimated annual cost of providing this service is $200,800. Line 123 operates out of Division 4 using Flxible 4200s. Coaches 4204-4208 were transferred from Division 2 to 4 and equipped with two-way radios. Line 111--HUNTINGTON PARK-BELLFLOWER, formerly with 4200 equipment, now uses 2300s.

Changes also were made on LOS ANGELES-COMPTON-WILMINGTON line 33, effective February 7. Two buses have been added to the weekday base service in order to shorten the headway between Los Angeles and Greenleaf Dr. and Long Beach Blvd. (Compton) from 30 to 20 minutely. Similarly, two buses have been added to the Saturday base service to shorten the headway between Los Angeles and Compton from 60 to 30 minutely. The annual cost of this added service is estimated at $34,700. Expanded transfer privileges are now offered between Line 33 and the former CROSSTOWN lines in Compton and between line 33 and intersecting local lines. Finally, line 33 passenger restrictions were amended to add a local stop at Manchester & Avalon Blvd.

BLUE & WHITE BUS CO. of Watts protested the new Line 123 and the added stop on line 33 as an illegal encroachment on its operations. (Although B&WBL does not operate on El Segundo Blvd., its line 8 parallels it for a few blocks). A group representing B&WBL visited the RTD offices on February 2 to voice this protest and submit other demands for aid by RTD to Blue & White. In response, a special RTD board meeting was scheduled for February 4 to consider postponement of these changes during which time a public hearing would be held in the South-Central area to determine the community's wishes. Since the protestants did not take advantage of the opportunity to present their opposition at the February 4 meeting, the RTD board decided to let the changes go into effect the next week as planned. B&WBL thereupon said it would offer free rides along the new RTD Line 123.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of February, 1966)

+NATIONAL CITY LINES buys Houston's RAPID TRANSIT LINES, INC., which had been in receivership.

+The City of El Cajon proposes establishment of a municipal bus system using 18-seat Minibuses. (Never done).

+GREYHOUND LINES begins using GMC PD-4501s on the special TRAVIS AFB-SAN FRANCISCO INTERNATIONAL AIRPORT line.

Another new route--Line 128--MARINA DEL REY COMMUTER FLYER--will be established on March 8. This will be a weekday rush hour service between downtown Los Angeles and the newly-developed Marina area. Three buses will provide three inbound AM and three outbound PM trips as well as one reverse-direction round trip. The route is from Pacific Ave. & Washington Blvd. via Pacific, Via Marina, Admiralty Way, Fiji Way, La Villa Marina, Mindanao Way, Lincoln Blvd., Venice Blvd., Santa Monica Freeway, 18th St. (inbound) or Venice Blvd., Olive St. and 17th St. (outbound), Hill St., 1st St. and San Pedro St. to Temple St. The last pickup stop inbound and first discharge stop outbound will be at Mindanao & Lincoln. Stops will be made at Western and Vermont Aves. for connection with intersecting lines. The estimated annual cost of this new service is $53,400.

A new major crosstown service will be created April 4 (date of the system shakeup) with the extension of Line 32--INDIANA-GAGE via Indiana St., Olympic Blvd., Grande Vista Ave., and Washington Blvd. to Figueroa St. (See map on page 1). Service on East Washington has been needed for years, but never before operated. In addition, this line

CALIFORNIA--SCRTD (CONTINUED)

will provide a direct link between the many south side lines and Los Angeles State College. The extended line will be named 32--INDIANA-WASHINGTON. Three additional buses will be required. Headways will be 20-minutely rush hour and 30-minutely base on weekdays. Saturday service will require one additional bus for a 40-minute headway. The extension will not operate Sundays or holidays. The estimated annual cost for this extension is $88,700.

Line 92--WATTS also will be extended April 4 (see map on page 1) to serve the new Martin Luther King Jr. Hospital. The extended route is via Graham Ave., 102nd St. (southbound) or Century Blvd. (northbound) and Wilmington Ave. to 124th St. (looping via 123rd St., Grandee St., 124th and Wilmington). The extension, to operate daily, will require one additional bus at an estimated annual cost of $52,500.

The Santa Fe Springs-Los Nietos branch of Line 113--COMPTON-WHITTIER was rerouted in Santa Fe Springs, effective February 14. The change was made to serve a new community service building, but involves some saving of mileage. The new route is via Florence Ave., Orr & Day Rd., Pioneer Blvd., Blue Jay Lane, Merrill Ave. and Los Nietos Rd.

The litigation with former General Superintendent of Maintenance & Equipment George Powell has been settled. Powell will receive a cash payment of $32,000 to cover lost wages and fringe benefits and has been rehired and restored to his former position. He was fired by a previous RTD management after divulging details of a controversial sale of surplus bus equipment, a transaction which subsequently brought the downfall of that management.

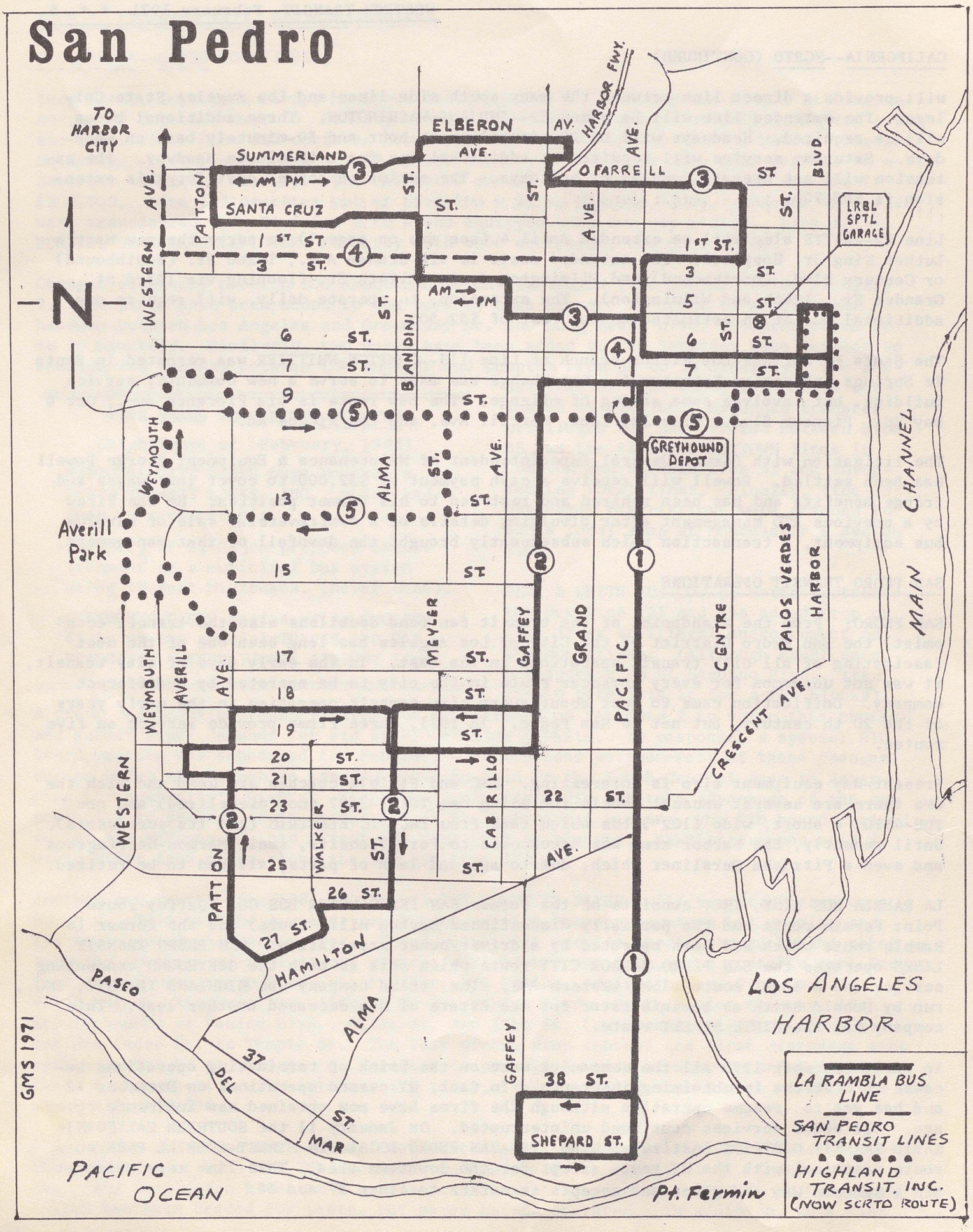
SAN PEDRO TRANSIT OPERATIONS

SAN PEDRO: From the standpoint of the transit fan (and doubtless also the transit economist) the San Pedro District of the City of Los Angeles has long been one of the most fascinating of all city transit operations in the West. In the early days of city transit, it was not uncommon for every horsecar route in the city to be operated by a different company. Unification came to just about every city transit operation in the early years of the 20 th century, but not to San Pedro. In 1971, three firms provide service on five routes.

Present-day equipment also is interesting. GMC and Flxible coaches are used and with the GMs there are several unusual models including one TG(M)-3607 (now dieselized) and one TDH-4510, a short, wide (102") bus which came from PACIFIC ELECTRIC (and its successors). Until recantly, the harbor area was accustomed to Ford Transits, small Marmon-Herringtons and even a Fitzjohn Duraliner which, due to age and lack of parts, all had to be retired.

LA RAMBLA BUS LINE, INC. consists of the former SAN PEDRO MOTOR BUS CO. (Gaffey route, Point Fermin route and the partially discontinued Barton Hills route) and the former La Rambla route which had been operated by a driver/owner association. SAN PEDRO TRANSIT LINES operates the SAN PEDRO-HARBOR CITY route which acts as both the GREYHOUND connecting service and a local route along Western Ave. The third company was HIGHLAND TRANSIT, INC., run by Donald Smith as administrator for the estate of his deceased brother Ivan. This company ran the NINTH STREET route.

In early December 1970 all the companies were on the brink of terminating operations because of problems in obtaining insurance. In fact, HT ceased operations on December 12 and has yet to resume operation although the firms have now obtained new insurance coverage. All other services continued uninterrupted. On January 11 the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT instituted Line 126--SAN PEDRO LOCAL-9TH STREET-AVERILL PARK on a route identical with the HT route except for the downtown area. This line terminates at 6th & Sampson Way and gives and accepts transfers to lines 37 and 66.


San Pedro
TO HARBOR CITY
N
SUMMERLAND
AM PM
SANTA CRUZ
ELBERON AV.
AVE.
HARBOR FWY.
OFARRELL
LRBL SPTL GARAGE
GREYHOUND DEPOT
WESTERN AVE.
PATTON
BANDINI
ALMA
MEYLER
GAFFEY
GRAND
PACIFIC
CENTRE
PALOS VERDES
HARBOR
MAIN CHANNEL
CRESCENT AVE.
WEYMOUTH
AVERILL
Averill Park
CABRILLO
WALKER
HAMILTON
PASEO
DEL MAR
SHEPARD ST.
PACIFIC OCEAN
Pt. Fermin
LOS ANGELES HARBOR
LA RAMBLA BUS LINE
SAN PEDRO TRANSIT LINES
HIGHLAND TRANSIT, INC. (NOW SCRTD ROUTE)
GMS 1971

CALIFORNIA--SAN PEDRO (CONTINUED)

A present service table and rosters of the last few years are presented herewith:

Route	Company	Monday-Saturday				Sunday			
		1st Bus	Hdwy	Req	Last	1st	Hdwy	Req	Last
POINT FERMIN	LRBL	545AM	15*	2	800P	630A	30	1	800P
GAFFEY	LRBL	600A	30	1	740P	-	-	-	-
LA RAMBLA-BARTON	LRBL	700A	30+	1	600P	-	-	-	-
S.PEDRO-HARBOR CITY	SPTL	700A	60#	1	620P	910A	4 RT	1	620P
9TH ST.-AVERILL PK	SCRTD	630A	30	1	630P	-	-	-	-
		Total		6				2	

Notes: * Half-hourly after 6:15PM + No service between 11:30AM and 1:00PM.
Some two-hour gaps in headway.

SAN PEDRO MOTOR BUS - LA RAMBLA BUS LINE - LA RAMBLA BUS LINE, INC. (A corporation)
Roster of Equipment - Recent Years

Note A	Coach No.	Builder	Model/Serial Number	Seats	Year	Notes
PF	3	Ford	Transit	27		Gone
PF	4	Ford	Transit	27		Gone
SP	5	Ford	Transit	29		Gone
LR	05	GM Coach	TDM4507/2989	41	1948	Ex-WCIA 05
SP	6	Ford	Transit	27		Scrapped
SP	7	Ford	Transit	27		Scrapped
SP	8	Ford	Transit	27		Now SPMB office
G	10	Ford	Transit	27		Gone 1967
G	11	Ford	Transit	29		Gone 1967
G	13	Ford	Transit	27		Gone 1967
G	15	Ford	Transit	27		Gone 1967
G	16	Ford	Transit	27		Gone 1967
SP	20	GM Coach	TD4007/659	40	1946	Ex-MMBL 20 to Jarret
BH	21	Wayne	Transit	27	1947	
BH	24	Fitzjohn	Duraliner 360	25	1939	
BH	25	Chev	---	24		Gone 1956
LR	38	GM Coach	TGH3101/236	31	1950	Ex-Benninger Transp
LR	(I)40	Ford	Transit	27		Gone 1964
LR	(II)40	GM Coach	TGH3101/506	33	1950	Ex-Detroit area 340
LR	41	Ford	Transit	27		Gone 1964
LR	(I)42	Ford	Transit	27		Gone 1964
LR	(II)42	Ford	Transit	27		Gone 1964
LR	43	Ford	Transit	27	1944	Retired 1969
LR	45	Ford	Transit	27	1947	
SP	57	GM Coach	TDH3610/1312	36	1947	Ex HT, to Jarrets
SP	(I)101*	GM Coach	TDH3610/1284	36	1948	Ex-San Luis Transit
SP	(I)102**	GM Coach	TDH3610/1283	36	1948	Ex-San Luis Transit
L	(II)101	GM Coach	TG(M)3607/015	36	1944	Ex-SPTL 101
L	(II)102	GM Coach	TD4007/664	40	1946	Ex-SPTL 37
L	103	GM Coach	TDH3714/082	37	1953	Ex-OTS 513
L	104	GM Coach	TDH3610/270	36	1947	Ex-SCRTD 6671
L	105	GM Coach	TDH3610/1284	36	1948	Ex-SP (I)101
L	106	GM Coach	TDH3610/263	36	1947	Ex-SCRTD 6664
L	107	GM Coach	TDH3610/1283	36	1948	Ex-SP (I)102

(Footnotes on Page 8)

CALIFORNIA--SAN PEDRO (CONTINUED)

Footnotes to roster on Page 7: Note A--Owner or principal route used on. * - Renumberd 105. ** - Renumbered 107. General notes: one and two-digit numbers indicate owner or user during the driver/owner association days. Three digit numbers indicate LA RAMBLA BUS LINE, INC. vehicles. Abbreviations: BH--Barton Hills route. G--Gaffey Route. L--La Rambla Bus Line, Inc. LR--La Rambla Bus Line. PF--Point Fermin route. SP--San Pedro Motor Bus. MMBL--Montebello Municipal Bus Line. WCIA--Watts-Compton Improvement Assn. SCRTD--Southern California Rapid Transit District. OTS--Oceanside Transportation System. SPTL--San Pedro Transit Lines. HT--Highland Transit, Inc.

CURRENT ROSTER: 40, (II)101-(II)102, 103-107.

SAN PEDRO TRANSIT LINES ROSTER

Coach No.	Builder	Model/Serial No.	Seats	Year	Notes
36	GM Coach	TDH4510/501	45	1950	Ex-SCRTD 6700
37	GM Coach	TD4007/664	40	1946	Ex-SDTS 185, to LRBL (II)102
38	GM Coach	TDH5103/577	48	1951	Ex-SCRTD 2875 via AIBE
39	GM Coach	TG(M)3607/015	36	1944	Ex-Fresno 5209, renumbered 101
41	Ford	Transit	27	1947	Scrapped
101	GM Coach	TG(M)3607/015	36	1944	Ex-39

CURRENT ROSTER: 36, 38

HIGHLAND TRANSIT INC. ROSTER

2	GM Coach	TD3609/072	36	1945	Ex-LBMB 7633,scrapped
50	Mack	C45GT/2718	45	1947	Ex-SABS 2, scrapped
52	White	788/308220	49	1947	Hart High School 21
57	GM Coach	TDH3610/1312	36	1947	Ex-Nutter Transp 53, to SPMB 57
60	Marmon-Her	8M2B/16716	32	1953	
61	Marmon-Her	8M2B/16760	32	1953	Ex-SABS N129
62	Marmon-Her	8M2B/16763	32	1953	Ex-SABS N132
201	Ford	Transit	27		Gone by 1965
202	Ford	Transit	27	1946	Gone by 1965
203	Ford	Transit	27		Gone by 1965
204	Ford	Transit	27	1944	Gone by 1965
207	Mermon-Her	8M2B/	32		Gone by 1965
208	GM Coach	TCH3101/716	31	1951	Ex-CCMBL 305,scrapped
226	Crown				
702	GM Coach	TD3609/076	36	1945	Ex-ELACIA & returned
5601	GM Coach	TD3609/132	36	1946	Ex-STA 5601
7632	GM Coach	TD3609/071	36	1945	Ex-ETTL 7632,scrapped
Unnum	GM Coach	TDH3610/264	36	1947	Ex-SCRTD 6665

Footnotes: AIBE--American International Bus Exchange. Fresno--Fresno City Lines. SPMB--San Pedro Motor Bus. ELACIA--East Los Angeles Community Improvement Assn. ETTL--El Toro Transit Lines, Santa Ana. LRBL--La Rambla Bus Line. SDTS--San Diego Transit System. LBMB--Long Beach Motor Bus Co. SABS--Santa Ana Bus Service. CCMBL--Culver City Municipal Bus Lines. STA--Sacramento Transit Authority.

FINAL ROSTER: 702, 5601, Unnum.

In addition to all of the companies mentioned, LONG BEACH PUBLIC TRANSPORTATION CO. operates an intercity line via Terminal Island to Long Beach, a line formerly operated by TERMINAL ISLAND TRANSIT CO.

CALIFORNIA (CONTINUED)

KNICKERBOCKER TOURS (KT)

HOLLYWOOD: KT has inaugurated five new tours originating at the Santa Monica Greyhound depot in addition to those starting from Grauman's Chinese Theater in Hollywood. Tour 1 is a half-day STUDIO TOUR at Universal Studios, tour 2--DISNEYLAND & KNOTTS BERRY FARM, tour 3--HOLLYWOOD-BEVERLY HILLS-STARS' HOMES and two night tours, 4--CITY AT NIGHT visiting Hollywood, Civic Center, Chinatown, Olvera Street and the Miracle Mile, and 5--THE FUN CHASER featuring dinner at the Room at the Top of the Sunset/Vine Tower plus visits to two night clubs. KT's tour folders term the latter an "X-rated" tour.

AIRPORTRANSIT (APT)

LOS ANGELES: The PUC authorized APT to discontinue both the LAX-HOLLYWOOD-BURBANK AIRPORT and DOWNTOWN LOS ANGELES-HOLLYWOOD/BURBANK AIRPORT routes on January 14 due to very light patronage.

SANTA FE TRANSPORTATION CO. (SFTC)

SAN FRANCISCO: SFTC buses operating between the Richmond Santa Fe Railway terminal and San Francisco are now using Trans Bay Transit Terminal in San Francisco, loading on Natoma St. A new ticket office has been constructed on TBT's first floor.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

SANTA ANA: The CCBS SANTA ANA-EL TORO MARINE BASE route is now operated Friday, Saturday and Sunday only. The first trip leaves Santa Ana at 9:15AM, the last at 2:15AM on an hourly headway with a few two-hour gaps.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: On January 3 Routes A--AIRPORT and 2--30TH STREET were combined into a new Route 2--30TH STREET-DOWNTOWN-AIRPORT operating on a 25-minute headway daily. Night headways are 20 between the airport and downtown and 40 out 30th Street. At the same time Route 10--CORONADO-SAN YSIDRO (WT 4/70) was abandoned and Route G--DOWNTOWN SAN DIEGO-SAN YSIDRO was inaugurated. This line runs hourly in the base period daily with 30-minute peak headways Monday through Friday. Coaches 601-608 (GMC TDH-4519s) with "SAN YSIDRO" headsigns can be used on the line. Route G competes with GREYHOUND LINES E, H and O "Border" service, one of GL's heaviest lines. Coaches 534 and 544 (GMC TDH-4801s) are now being painted in SDTC blue and white--white top, light blue around the windows and dark blue below the front windshield and below the rub rail.

MISSION VIEJO-LEISURE WORLD-AIRPORT SERVICE

SACRAMENTO: On February 1 the PUC heard testimony with regard to the institution of airport service between Southern Orange County points, Orange County Airport and Los Angeles International Airport (LAX). The first applicant, Leonard McGee dba SADDLEBACK STAGE LINE filed to operate between Mission Viejo, Leisure World, Orange County Airport and LAX. Three round trips Monday through Friday and one round trip on Saturday and Sunday were proposed, operating one 11-passenger stretchout limousine. Fares between Mission Viejo and LAX would be $5.00 and to OCA $1.00.

The second applicant, Arthur Florez of San Juan Capistrano, had applied to run be-

CALIFORNIA--AIRPORT SERVICE (CONTINUED)

tween the same points plus service between San Juan Capistrano and LAX at an $8.00 fare with a $4.00 fare to OCA. Equipment to be used was a 10-passenger 1966 Ford station wagon. Before the hearing Florez withdrew his application, however.

The third applicant, AIRPORT SERVICE, INC. presently operates between LAX and many Orange County points. ASI proposed service between Mission Viejo, Leisure World and on an on-call basis El Toro Marine Base, and OCA and LAX with two daily round trips. Mission Viejo-LAX fare would be $5.25, Laguna Hills-LAX $5.00 and Mission Viejo-OCA $1.00. A decision is not expected for several months; the PUC usually favors existing carriers.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: GLOLA has instituted the TWO CULTURES TOUR from Los Angeles to Lion County Safair and Japanese Village and Deer Park operating on Tuesday and Saturday, an eight-hour tour.

CITY OF NORWALK

NORWALK: Norwalk, in Orange County, has tabled plans for a municipal bus service. Councilmen last fall invited bids from bus companies interested in operating routes in Norwalk for a six-month trial period; among interested applicants was SCRTD. But after receipt of 2,378 questionnaires from a mailing of 22,000, the city lost interest in the project. Statistical results showed 56 per cent opposed any bus service and 75.7 per cent opposed city financing of such a system. Two other small Southern California cities, Redlands and Chula Vista, recently inaugurated transit service.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Senior Citizens are benefitting from a validation plan adopted on December 1. Senior Citizens pay a full fare from home to town and secure a bus ride validation card from the coach operator. The card is validated with a rubber stamp at the Senior Affairs Office at the Cultural Center or at the Municipal Auditorium; the validation is good for a free ride home. This approach was adopted instead of the usual $1 ID card for senior citizens used in many cities. SBMTS has a low 25¢ base fare.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

SAN FRANCISCO: Five of the 10 prototype rapid transit cars were on the property by the middle of January, with representatives of the builder, Rohr Corp. of Chula Vista and subcontractors conducting intensive tests. Serious problems were reported with traction motor flashover, as well as a myriad of minor problems and bugs. The cars are being operated on the completed double trackage from the Southern Alameda County Yard south of Hayward to downtown Oakland. The cars are capable of remote-control operation but were being operated manually pending completinn of the system's ultra-sophisticated Automatic Train Control computer network. The remainder of the 10 prototype cars were scheduled to be delivered by mid-March, with the first production order of 60 cars to come later in the year.

BARTD has vetoed use of main line cars on the proposed Oakland International Airport extension, and has suggested instead a loop service using lighter vehicles and a transfer of passengers at BARTD's Coliseum Station. This was the recommendation of Kaiser Engineers; however, the City of Oakland still wants main line service.

CALIFORNIA (CONTINUED)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: The first of 15 new GMC transit coaches arrived at AC Transit in January. (See Equipment Report). Five of the buses are equipped with a catalyictic muffler system in addition to the standard EIP kit which includes rubber engine mountings and a vertical exhaust stack which vents the engine exhaust at the upper left hand corner of the coach rear, and large air intakes which take up the space formerly occupied by the corner glass in the rear window.

ACCTD has numbered these coaches 900-914 in order to differentiate them from the 500-600 class (GMC TDH-5301-5303-5305). The coaches were due in late 1970 but were held up by the General Motors strike. ACCTD also has an option of 15 similar coaches and will probably receive them later in the Spring.

AC Transit will apply for a federal grant to help cover an $8,817,200 program for improvements due in the next five years with most of the money to go for new equipment. The program would buy enough New Look equipment to cover base service requirements for the whole system by the time BARTD becomes operational in 1972-73.

With the buses just delivered, five GMC TDH-4507 coaches are to be taken out of service; two will be cannibalized for parts and the other three will be sold. Thus the ACCTD New Look fleet will have grown to 477 coaches and the total fleet will number 708. The new 900-series are identical to the previous order of T6H-5305 coaches except for the EIP kit; new style tail/directional lamps, longitudinal ad boards absent from interior (but large ad boards are included, theoretically to make more impact with fewer but larger ads), pushbutton turn signal lamp switches, manually-controlled vent fan for summer ventilation. Radios were installed by ACCTD.

Coaches have been assigned as follows: 900, 901, 902, 913 and 914 to Emeryville; 903, 904, 912 to Richmond and 905, 906, 907, 908, 909, 910, 911 to Seminary Division.

Effective December 6, 7 and 12 the following route changes were made:

Route A--SAN FRANCISCO-OAKLAND 12TH STREET: Daily owl trip to U. S. Coast Guard Station to insure connection at 14th & Broadway, Oakland. Weekdays passenger stop established at 32nd & Cypress westbound 6:00AM to 9:00AM when Route A operates via Cypress to 32nd onramp to Nimitz Freeway and Bay Bridge, in order to take advantage of the "bus only" lane at the Bridge Toll Plaza.

Route W-1--SAN FRANCISCO-ALAMEDA-OTIS DR.-SOUTHSHORE: Route extended to Bay Farm Island (Alameda). One additional AM trip and two additional PM trips extended to Mecartney & Verdemar (where Route 63 loops).

Route 69--RICHMOND-EL SOBRANTE: Extended to operate via Mission Bell to Contra Costa Junior College between 10:00AM and 6:00PM.

On January 6, BARTD and ACCTD boards of directors met jointly but were unable to come to immediate agreement on the use of ACCTD lines as feeders to BARTD stations. Further sessions were scheduled in order to come up with a basic plan to dovetail routes and schedules of the two tax-supported transit operations. One point of disagreement concerns the profitable AC Transit Trans-Bay routes, some of which would, if continued, compete directly with BARTD Trans-Bay tunnel service. ACCTD wants to continue many of the routes after BARTD trains begin operation; BARTD feels such competition would result in serious financial losses for both concerns. The final plan probably will result in considerable pruning of AC Transit Trans-Bay routes, but with beefed-up local East Bay service feeding into BARTD stations.

CALIFORNIA (CONTINUED)

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Plans for $24.5 million worth of new streetcars--the first new streetcars to be built in the U. S. in 20 years--were approved February 11 by the San Francisco Public Utilities Commission. The 78 cars will go to bid in March.

The new cars will be able to carry 180 persons, vs. 125 in the present PCC cars, at subway speeds of up to 65-MPH vs. top speed of 41-MPH in the present cars. The new aluminum and stainless steel cars will have a faster accelration rate (0-40 in 15 seconds) than the new BARTD cars, in order to make maximum use of free-running area in the Market St. Subway. Delivery of the first four cars is specified for February 1973 with the remainder in the latter part of that year. It is hoped that this will coincide with completion of the subway, in which the present single-end equipment will not be equipped to operate.

Muni has decided to equip the new cars with Faively-type pantographs which is modern European practice. This, however, will require rebuilding all overhead special work in the city. The cars also will be air conditioned and cost $315,000 each. Six 100-HP electric motors will power the cars. The cars will be articulated.

General Manager John M. Woods predicted a deficit of $18.6 million this fiscal year and $21 million for 1971-72, the largest deficit in Muni's history. Last yaar's fare increast (from 20¢ to 25¢) resulted in a 10 per cent loss in patronage, considerably more than the predicted 6 per cent dropoff. As a result, revenue increased 9.9 per cent instead of the hoped-for 15 per cent.

SIERRA LINES (SL)

PLEASANT HILL: SL made an equipment swap with VALLEY TRANSIT CO. of Pharr, Texas. SL sold coach 310 (GMC SDH4502/014) lettered for SCENIC HYWAY TOURS and received a GMC PD4104/3509 which entered service January 22 numbered 203. It is to be repainted and numbered either 452 or 453.

O R E G O N

EMERALD TRANSPORTATION SYSTEM (ETS)

EUGENE: ETS, an employe-owned and operated system serving the Eugene-Springfield area, remains in operation after a crisis developed that threatened to shut the firm down. The county government came up with the money to pay premiums on the required insurance after ETS' coffers became bare. ETS operates the following 10 routes with its dark green buses:

SPRINGFIELD	FRIENDLY STREET	RIVER VALLEY
COLLEGE LOOP	WEST 11TH	SANTA CIARA-RIVER ROAD
SOUTH WILLAMETTE	WEST B--DONESO	LANE COMMUNITY COLLEGE
	FOUR CORNERS	

Buses operate between 6:45AM and 6:45PM with departures from downtown at 15 and 45 minutes after the hour. The Springfield, West 11th, Four Corners and Santa Clara-River Road routes require two buses; all others use one each. In addition, a shuttle service operates in Springfield. Fare is 30¢, transfers are free. Equipment consists of 15-25 passenger "conventional" type (engine-in-front) buses. With the help of federal funds and a county payroll tax, it is hoped to replace all buses soon.

OREGON (CONTINUED)

TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT

PORTLAND: A Tri-Met suburban bus route to the Yamhill County towns of Newberg and McMinnville has been discontinued after a ruling by Oregon Atty. Gen. Lee Johnson that Tri-Met cannot provide service outside its original three-county area. This service was inherited from the former TUALATIN VALLEY BUSES, INC.

W A S H I N G T O N

WALLA WALLA CITY LINES (WWCL)

WALLA WALLA: WWCL came close to discontinuing service last December until owner Jake Baker received sufficient donations from local businessmen to keep the service going. Three routes are operated, WALLA WALLA-COLLEGE PLACE, MELROSE-BOYER and EAST ALDER. The College Place route is operated on a 60-minute headway from 7:20AM to 5:30PM; the other two routes operate on 120-minute headways between 7:30AM and 5:00PM. Equipment consists of English Fords, and although they are very economical, parts are becoming hard to find. Baker feels that 19-passenger Flxettes or Coachettes would be appropriate for the operation--if the financing could be found.

C O L O R A D O

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The RTD, which is gea ring to take over public transit operations in the Colorado capital city from the privately-owned DENVER TRAMWAYS, has received 13 proposals from transit consulting firms to conduct a detailed study of public transit requirements in th e seven counties in the Denver area that make up RTD.
A final selection of the firm to do the study was due to be made late in February.

The consultant will be asked to complete its analysis and prepare a public transit plan by the end of 1971 as Phase I of the RTD program. Final recommendations for public operation of the transit system-as well as plans for a possible rapid transit system--are due by the end of 1972. The final plan, together with a bond issue to finance the system, is to be submitted to the voters before July 1, 1974.

RTD, which was created by the 1969 Colorado General Assembly and is governed by 21 directors, encompasses the counties of Adams, Arapahoe, Boulder, Douglas, Jefferson and Weld, and the City and County of Denver.

Among other things, RTD must look forward to the transit requirements of the 1976 Winter Olympic Games which will be held in the area.

Negotiations for the acquisition of DTC are continuing; the property may be condemned if a sale price cannot be agreed upon this year.

PUEBLO TRANSPORTATION CO. (PTC)

PUEBLO: The first of 14 new 19-passenger Flxible Flxettes went into service December 19 as part of a multiphased project to modernize the city's public transit system. The program will cost an estimated $262,000 including a $174,680 DOT grant plus more than $87,000 allocated by the city council. Also planned is the reconditioning of nine 1964-model coaches; installation of two-way radios, construction of bus washing and servicing facilities and erection of 90 bus stop shelters.

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				
SCRTD	7000-7099	Flxible	111-CC-D6-1/54777-54876	51 seat, AC, V8
AC Transit	900-914	GM Coach	T6H5305/260-274	EIP kits
Community Chtr Bus Sys	4038-4042	Ford	Ford 7000/Superior	44/56 seat sch buses
Associated Chtr Bus Co	A2321G	Intl	Intl 1603/Wayne	32/48 seat sch buses
USED BUSES				
Northwest Lines, Seattle	2108	GM Coach	PD4104/3859	Ex-SSL 2108
LA & Pico Rivera Consol St Ry	3001	GM Coach	PD4104/1086	Ex-GLOSF 262
Antelope Valley Bus Inc	1124,1224, 1324,1524, 1624,1724	GM Coach	PD4104/1094, 1095,863,1107, 1104,1098	Ex-GLOSF 258,263, 266,255,246,259
	1424	GM Coach	PD4104/1916	Ex-Ambassador College
Leitzke Studio Rentals	(II)102,103	GM Coach	PD4104/4539,3062	Ex-WGL 7561,7298
Safeway Lines & Tour	202-203	GM Coach	TDM4507/2999,3028	Ex-B&WBL 45; ex-AEC 44
Amer Sightseeing, SF	175	GM Coach	SDM5301/300	Ex-Schnectady 502
Marin Transit System	5305-5306	GM Coach	TDH5301/182-183	Ex-CCBS 5305, BC 5306
Pacific Scenic Lines	44,46,49, 50,57,58,59	Crown	A-779-11/	Ex-Embree
	285	Crown	A-590-11/33971	Ex-CIBS B85
	306	Crown	A-743-11/34137	Ex-Harvey C06
	3825	Crown	A-426-11/35554	Ex-CCBS C825
Community Chtr Bus Sys	3609,3611	Crown	AD-743-11/35127,29	Ex 7432,7434
	3610,3612	Crown	AD-743-11/35128,30	Ex-Goodall 7433,35
DISPOSITIONS				
SCRTD	2914-16,18-49	GM Coach	TDH4801/015-017,019-050	For sale

T E X A S

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: Armed with a $4.1 million federal grant, SATS plans to purchase 157 new 45-passenger buses over the next five years, construct a new system administrative building and erect 60 bus shelters. The acquisition program calls for 30 new buses this year; two in 1972 (intercity type for a special airport-to-downtown service for servicemen); 40 in 1973, 40 in 1974 and 45 in 1975.

A L B E R T A

CALGARY TRANSIT SYSTEM (CTS)

CALGARY: CTS will introduce a modified busway system this year, using exclusive lanes in areas of congestion on the expressways plus the main downtown shopping street (7th Ave.) which will be buses-only for trolley coaches and diesel coaches. The system hopes to have a rail rapid transit system in operation by the end of the decade.