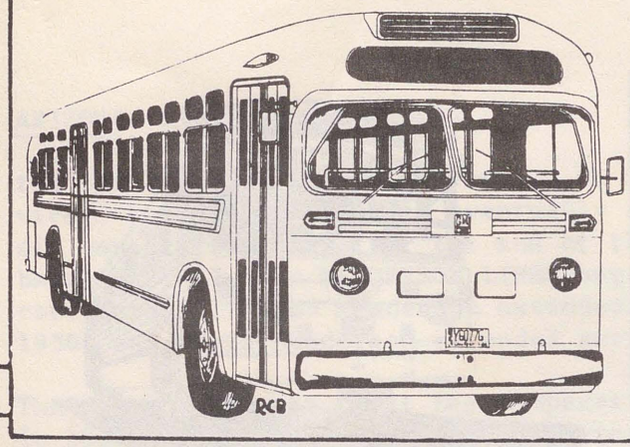


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 4 April, 1971

A R I Z O N A

PHOENIX TRANSIT SURVEY

PHOENIX: Public transportation began in Phoenix in 1887 when horsecar service was begun on Washington St. between 7th St. and 7th Ave. By 1892 the privately-owned system had grown to eight miles of track and five cars. The first electric streetcar appeared in Phoenix in 1893; by June, 1895 they had replaced all horsecars. In 1910 construction of a carline to suburban Glendale was initiated. That same year a fire destroyed eight cars and the carbarn.

The peak of the privately-owned railway was reached prior to 1913. In that year employes were organized and struck for improved working conditions, better equipment and higher wages. From that time the company steadily declined in its profit-making ability; in 1925 it notified the city of its intention to discontinue service.



PHOENIX 1971: Coach 223, a TDH-4512, on stylish Central Ave.

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W. T. S. BUSINESS & EDITORIAL ADDRESS

1167 North Serrano Avenue
Los Angeles, California 90029
Telephone: (213) 465-0522 (after 6:00PM)

W. T. S. OFFICERS

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MEETING NOTICE

May Regular Meeting:

Date: May 9, 1971
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles

Location: West side of Los Angeles, $\frac{1}{4}$ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue
Transportation: SCRTD lines 4 & 89

Juné Regular Meeting:
Date: June 13, 1971

NEW MEMBER: Richard Twining, Sierra Lines, Lafayette, Calif. (#102)

ARIZONA--PHOENIX (CONTINUED)

On November 1, 1925, the City of Phoenix began operating the street railway for which it paid only $20,000. A 1926 bond issue allowed for the purchase of 18 new double truck safety cars and the reconstruction of track and roadbed. The suburban line to Glendale was abandoned about the same time. Five carlines remained: CAPITOL-WEST ADAMS--EASTLAKE PARK; BRILL; KENILWORTH; INDIAN SCHOOL and FAIR GROUNDS. The through-routed Capitol-Eastlake Park line was always the heaviest; it ran east and west along Washington between 16th St. (one block from Eastlake Park) and 17th Ave. (site of the State Capitol). At 17th Ave., the line jogged north one block to Adams and went west on Adams to 22nd Ave. The Indian School line and the Brill lines looped downtown via 4th St., Washington, 2nd Ave. and Monroe; the former went north on 4th St. to Roosevelt, jogged west one block to 3rd, and out 3rd to Indian School Rd. The latter followed the Indian School line north on 4th St. to McKinley, turned east on that street and north on 10th to a point about 1,000 feet south of Thomas Road. (It crossed Brill St. and may have ended there at one time; hence the line's name). Kenilworth went north on 2nd Ave., west on Pierce to 5th Ave., north on 5th Ave. to Virginia. Fair Grounds followed the Capitol-West Adams line west on Washington to 7th Ave., north on 7th Ave. to Grand Ave., and northwest on Grand Ave. to the Fair Grounds. This line was abandoned in the late 1930s; the other four lasted through World War II.

Such major thoroughfares as Central Ave., the city's major north-south artery, and Van Buren,

ARIZONA--PHOENIX (CONTINUED)

the east-west street which carries U. S. Highways 60-70-80-89, did not have streetcar service; the boom times which eventually raised the city's population to the half-million mark did not start until after the end of the trolley line construction era. Bus service first began in 1929 when MENDERSON LINES began operation along the unserved Central and Van Buren corridors. In 1935 Menderson extended service to Tempe and Mesa. During the course of the 1930s and 1940s Menderson extended service north, south and east of the city limits.

The City of Phoenix first began operating buses in 1937; by 1941 there were 17 streetcars and 23 buses in the city's fleet. In 1942 the city acquired property on Washington St. between 2nd and 3rd Avenues for a bus terminal, and began operating service to Luke Field, Williams Field, Thunderbirds 1 and 2, including all neighboring communities such as Chandler, Litchfield Park and Peoria. Because of World War II and the attendant equipment shortages, the city had to purchase and lease school buses as well as ancient sightseeing and parlor coaches to provide the expanded service.



A prewar Menderson Twin Coach, painted silver with a red stripe.

By 1944 the railway's tracks and overhead had deteriorated to the extent that some decision had to be made relative to replacement. A citizens' committee that year investigated the comparative costs of rebuilding the railway, installing trolley coaches or converting to diesel buses. The committee recommended an all-bus system; however, the plan could not be implemented until the conclusion of the war.

Substitution of buses for streetcars began in April 1946 with the BRILL line. The KENILWORTH line was converted in April 1947, the INDIAN SCHOOL line went in August 1947. In October, 1947 another fire destroyed the carbarn (located at 13th St. and East Washington), along with eight of the streetcars. The remaining six cars operated on the CAPITOL-WEST ADAMS--EASTLAKE PARK line until February 17, 1948, when it, too, finally succumbed.

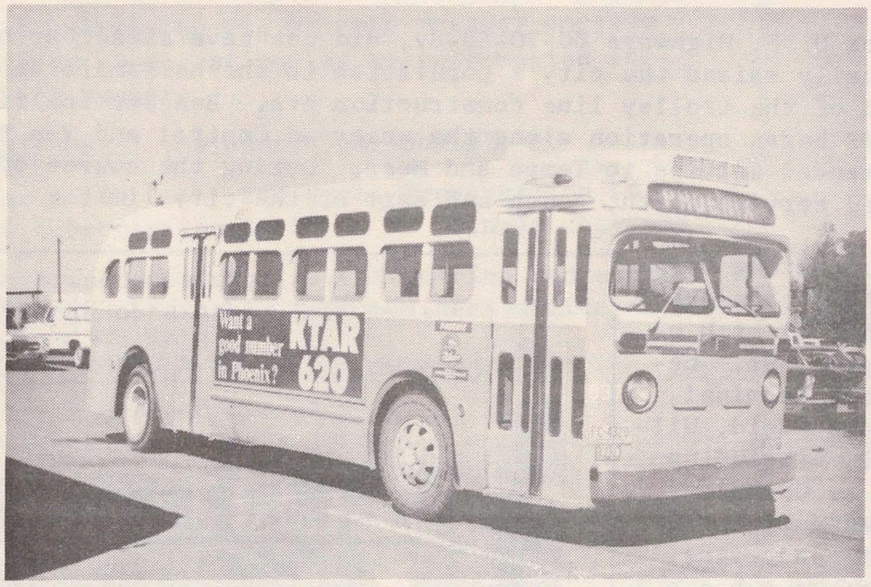
Meanwhile MENDERSON LINES was sold to a group of local businessmen, who changed the name of the company to METROPOLITAN LINES. Subsequently, the company was sold to L. A. Tanner, who later renamed the company VALLEY TRANSIT LINES.

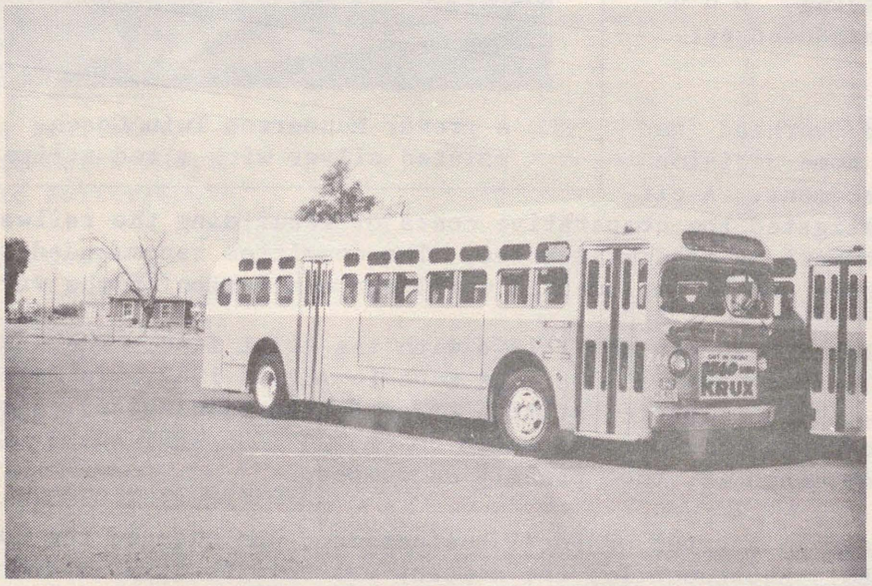
During the late 1940s and early 1950s expanding city limits put a strain on both the City and VTL operations, which competed with each other to some extent in the inner city. A state law prohibiting governmental infringement in areas served by private companies caused a unique circumstance of competition that placed the city at a disadvantage, since VTL already operated in new areas and effectually boxed-in the city system.

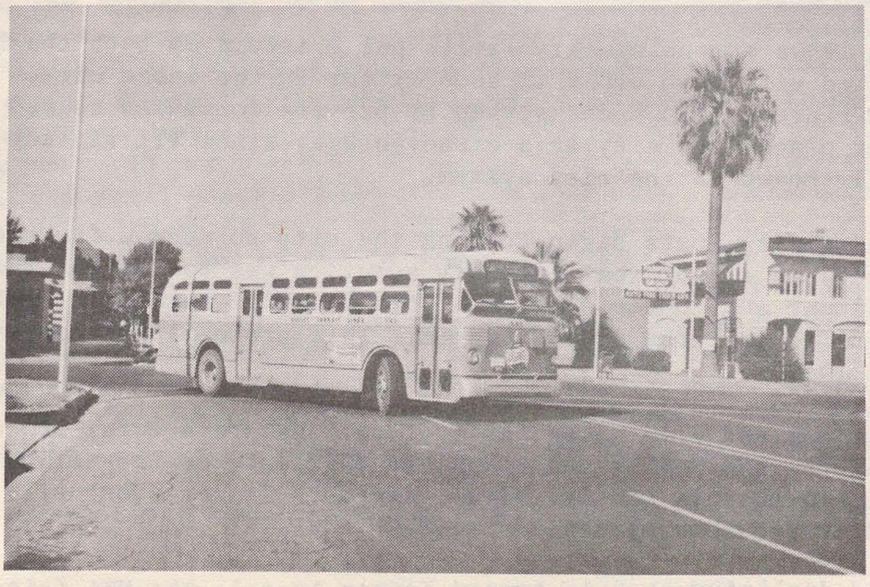
In 1951, passenger decreases and rising costs began forcing the city to reduce its services. The situation deteriorated to such an extent that the only solution was to combine the two systems. Tanner refused to sell out and, under state law, could not be forced to. Thus a measure was put to Phoenix voters to sell the city's system. This proposal was approved and the transfer effected in April, 1959.

Tanner then combined the two systems and eliminated duplication. Before acquisition of the city system, Tanner had acquired the SUN VALLEY BUS LINES, an affiliate of the NATIONAL TRAILWAYS SYSTEM, operating between Phoenix and Las Vegas, Nevada. Tanner eventually transferred the Tempe-Mesa and Chandler suburban operations to SVBL.

A combination of poor health and declining profits caused Tanner to sell the VTL (city) oper-







PHOENIX POTPOURRI

(Text of Phoenix Survey continued on Page 8)

Coach 837 is a 1951 GMC TDH-3612 which the present operator inherited from the city-owned PHOENIX TRANSIT SYSTEM.

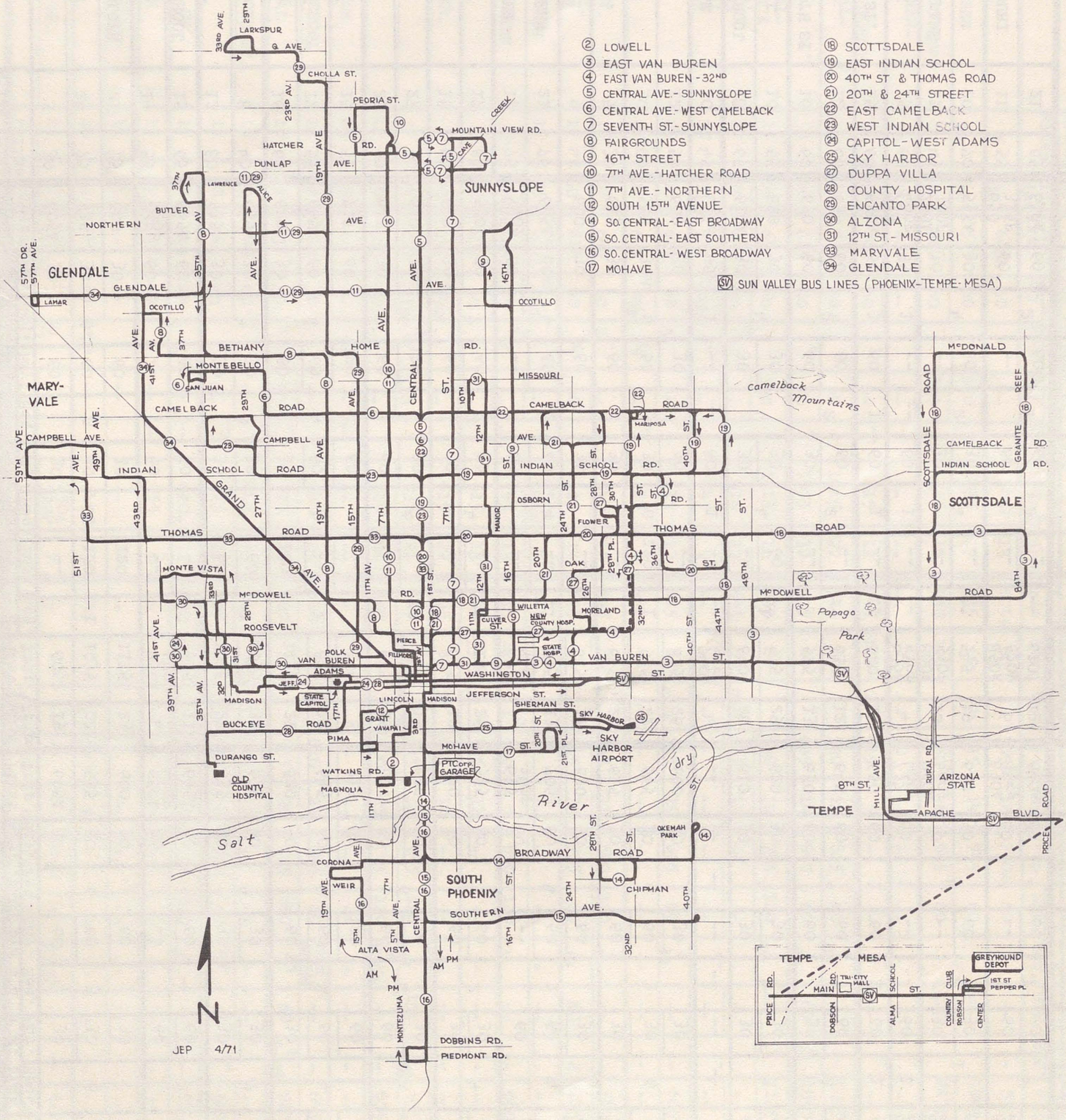
Coach 244 is a 1956 GMC TDH-4512 which was bought by VALLEY TRANSIT LINES. It is air-conditioned (note air duct hump on roof at rear).

At left is coach 542, a Fageol-Twin Coach no longer on the roster. Twelve similar coaches are still on the property, stored.

Photos by Jerry Squier and John Pappas.

PHOENIX TRANSIT CORP.

BUS ROUTES



ROUTE		Round Trip Miles	Round Trip Running Time	MONDAY THROUGH FRIDAY — Prior to June 22, 1970										MONDAY THROUGH FRIDAY — After June 22, 1970									
				First Trip	A.M. PEAK Hdy.	A.M. PEAK Req.	BASE Hdy.	BASE Req.	P.M. PEAK Hdy.	P.M. PEAK Req.	NITE Hdy.	NITE Req.	Last Trip	No. of Trips	First Trip	A.M. PEAK Hdy.	A.M. PEAK Req.	BASE Hdy.	BASE Req.	P.M. PEAK Hdy.	P.M. PEAK Req.	Last Trip	No. of Trips
2	LOWELL	5	30	605A	30		60		30		--		605P	19	605A	30		60		30		535P	18
3	EAST VAN BUREN	24	75	535	30	6	60	3	30	6	120	1	1035	22	535	30	6	60	3	30	6	635	19
7	7TH ST.-SUNNYSLOPE	21	75	600	30		60		30		120		1115	23	600	30		60		30		550	18
4	EAST VAN BUREN-32ND ST.	14	55	650 420P	60		--		60		--		750A 520P	4	650A 420P	60		--		60		750A 520P	4
23	WEST INDIAN SCHOOL	15	65	645A	60	2	60	--	60	2	--	--	515	11	645A	60	2	60	--	60	2	515	11
5	NORTH CENTRAL-SUNNYSLOPE	12	80	535	30		30		30		60		1015	27	535	30		30		30		615	25
17	MOHAVE	8	40	635	30	4	30	4	30	4	60	1	1055	31	635	30	4	30	4	30	4	610	24
6	NORTH CENTRAL-WEST CAMELBACK	16	65	620	30		60		30		120		1115	21	620	30		60		30		540	17
15	SOUTH CENTRAL-EAST SOUTHERN	17	55	645	60	4	60	4	60	4	--	1	615	12	645	60	4	60	4	60	4	615	12
16	SOUTH CENTRAL-WEST BROADWAY	15	55	715	60		120		60		--		545	8	715	60		120		60		545	8
8	FAIRGROUNDS	25	90	615	30		60		60		--		615	16	615	60		60		60		515	12
29	ENCANTO PARK	27	90	630	30	6	120	4	30	6	--	--	545	15	630	30	6	120	4	30	6	515	11
9	NORTH 16TH ST.	18	60	620	30		60		30		--		615	19	620	30		60		30		545	18
14	SOUTH CENTRAL-EAST BROADWAY	17	60	550	30	4	60	2	30	4	60	--	1115	26	555	30	4	60	2	30	4	615	21
10	7TH AVE.-HATCHER	17	75	635 340P	60		--		60		--		835A 440P	5	635 340P	60		--		60		835A 440P	5
11	7TH AVE.-NORTHERN	21	75	605A	60	4	60	2	60	4	--	--	545	13	705A	60	4	60	2	60	4	510	11
25	SKY HARBOR	9	45	600	30		60		30		--		615	18	620	30		60		30		535	16
12	SOUTH 15TH AVE.	5	30	615	30		60		30		--		645	21	615	30		60		30		645	18
18	SCOTTSDALE	30	100	555	30	6	60	3	30	6	120	1	935	22	555	30	6	60	3	30	6	515	19
30	ALZONA	12	50	600	30		30		30		--		815	26	600	30		30		30		535	24
13	PHOENIX COLLEGE	10	45	655 435P	45	1	--	--	40	1	--	--	740A 515P	4	--	--	--	--	--	--	--	--	--
19	EAST INDIAN SCHOOL	18	65	610A	30		30		30		--		640	26	610	30		30		30		610	25
28	COUNTY HOSPITAL	10	55	620	30	4	30	4	30	4	60	1	915	29	620	30	4	30	4	30	4	545	24
20	WEST THOMAS-40TH ST.	16	60	650	60		60		30		--		515	13	650	60		60		30		515	13
27	DUPPA VILLA	12	60	645	60	2	60	2	60	2	--	--	615	12	645	60	2	60	2	60	2	615	11
21	20TH ST.-24TH ST.	15	60	650A	60	1	60	1	60	1	--	--	620	12	650	60	1	60	1	60	1	520	11
22	EAST CAMELBACK	15	60	735 400P	55	1	--	--	60	1	--	--	835A 510P	4	735 400P	60	1	--	--	60	1	835A 510P	4
24	CAPITOL-WEST ADAMS	11	45	700A 300P	30		--		30		--		800A 530P	10	700A 300P	30		--		30		800A 530P	10
33	MARYVALE	20	70	555A	30	4	60	2	30	4	--	--	545	19	620	30	4	60	2	30	4	515	17
31	12TH ST.-MISSOURI	11	55	650 315P	60		--		60		--		850A 520P	6	630A 315P	60		--		60		850A 520P	7
34	GLENDALE	21	65	610A	60	2	60	1	60	2	--	--	610	12	640A	60	2	60	1	60	2	510	11
	TOTALS					51		32		51		5					50		32		50		

ROUTE	Round Trip Miles	Round Trip Running Time	SATURDAY Prior to June 22, 1970 First Trip	BASE Hdy.	BASE Req.	NITE Hdy.	NITE Req.	Last Trip	No. of Trips	SATURDAY After June 22, 1970 First Trip	BASE Hdy.	BASE Req.	Last Trip	No. of Trips	SUNDAY Prior to June 22, 1970 First Trip	BASE Hdy.	BASE Req.	NITE Hdy.	NITE Req.	Last Trip	No. of Trips
2 LOWELL	5	30	605A	60		--		605P	13	605A	60		505P	12	750A	60	↓ 30	--	--	550P	11
3 EAST VAN BUREN	24	75	535	60	3	120	1	1035	17	535	60	3	635	14	745	60	2	120	1	1045	15
7 7TH ST.-SUNNYSLOPE	21	75	600	60		120		1115	16	650	120		450	6	645	60		120		1115	16
4 EAST VAN BUREN-32ND ST.	14	55	---	--		--		--	--	--	--	--	--	--	--	--	--	--	--	--	--
23 WEST INDIAN SCHOOL	15	65	700	60	1	--	--	515	11	745	120	↓ 21	415	5	--	--	--	--	--	--	--
5 NORTH CENTRAL-SUNNYSLOPE	12	80	535	30		60		1015	27	535	60		520	12	815	60	↓ 19	--	--	1015	13
17 MOHAVE	8	40	625	30	4	60	1	1055	31	635	60	2	645	14	645	60	↓ 30	60	↓ 28	1055	18
6 NORTH CENTRAL-WEST CAMELBACK	16	65	630	60		120		1115	16	650	60		540	12	745	120	↓ 31	120	↓ 18	1115	9
15 SOUTH CENTRAL-EAST SOUTHERN	17	55	645	60	4/4/3	--	1	615	12	645	60	↓ 20-27	615	12	--	--	--	--	--	--	--
16 SOUTH CENTRAL WEST BROADWAY	15	55	715	60/120/60		--		545	9	--	--	--	--	--	--	--	--	--	--	--	--
8 FAIRGROUNDS	25	90	615	60		--		615	17	815	60	↓ 12-18	515	10	805	60	↓ 30	--	--	605	12
29 ENCANTO PARK	27	90	645	60/120/60	3/2/5	--	--	515	8	--	--	--	--	--	--	--	--	--	--	--	--
9 NORTH 16TH ST.	18	60	640	60		--		540	12	645	60		445	11	840	120	↓ 31	--	--	640	6
14 SOUTH CENTRAL-EAST BROADWAY	17	60	615	60	2/3/3	60	1	1115	14	615	60	3	615	13	715	60	↓ 19	60	2	1115	12
10 7TH AVE.-HATCHER	17	75	750 345P	60/-/60		--		850A 445P	4	--	--		--	--	--	--	--	--	--	--	--
11 7TH AVE.-NORTHERN	21	75	605A	60	3/2/3	--	--	545	13	805	120	1	410	5	800	120	↓ 31	--	--	600	6
25 SKY HARBOR	9	45	620	60		--		615	13	720	60		535	11	--	--	--	--	--	--	--
12 SOUTH 15TH AVE.	5	30	655	60/30/30		--		615	22	645	60	3/5/5 (with 8)	615	12	--	--	--	--	--	--	--
18 SCOTTSDALE	30	100	615	60/30/30	3/6/6	120	1	935	21	615	60/30/30		545	18	645	120	↓ 31	150	1 (with 6)	935	8
30 ALZONA	12	50	600	30		--		815	26	600	30	↓ 34	600	25	705	120	4 (with 2-8-17-27-28)	--	--	815	13
13 PHOENIX COLLEGE	10	45	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19 EAST INDIAN SCHOOL	18	65	610	30		--		640	26	610	30		610	24	945	60	2/3/3 (with 5-14)	--	--	645	10
28 COUNTY HOSPITAL	10	55	635	30	4	60	--	915	29	620	30	4	715	26	725	60	30 ↑	60	1 (with 17)	915	15
20 WEST THOMAS-40TH ST.	16	60	745	60		--		445	10	815	120/120/60	3 (with 6-15)	445	7	--	--	--	--		--	--
27 DUPPA VILLA	12	60	645	60	2	--	--	615	12	745	120		545	6	820	60	30 ↑	--	--	520	10
21 20TH ST.-24TH ST.	15	60	630	60	1	--	--	620	12	650	120	1 (with 23)	520	6	710	120	↓ 31	--	--	710	7
22 EAST CAMELBACK	15	60	1155	60	↓ 33	--	--	455	6	--	--	--	--	--	--	--	--	--	--	--	--
24 CAPITOL-WEST ADAMS	11	45	--	--		--		--	--	--	--	--	--	--	--	--	--	--	--	--	--
33 MARYVALE	20	70	555	60	2 with 22	--	--	545	13	645	120	↓ 34	545	6	--	--	--	--	--	--	--
31 12TH ST.-MISSOURI	11	55	650 315P		2/1/2	--	--	850A 520P	7	--	--	--	--	--	800	120	3 (with 6-9-11-18-21)	--	--	600	6
34 GLENDALE	21	65	640	60		--		610	12	745	120	3 (with 30-33)	510	6	745	60	1	--	--	545	15
TOTALS				34/35/39		5					23/24/25					12/13/13		5			

ROUTE
2
3

ARIZONA--PHOENIX (CONTINUED)

ation to the St. Louis-based AMERICAN TRANSIT CORP., and this occurred in 1966. ATC renamed the operation PHOENIX TRANSIT CORP., and continued operating previous schedules until 1968 when the operation ceased to be profit-making. Service cuts were instituted on May 29, 1968 and a fare increase was granted by the Arizona Corporation Commission December 9, 1968, but the company felt that this would not be a permanent solution. Substantial service cuts were made on June 22, 1970, at which time night and Sunday service was eliminated, as was Saturday service on some routes. In September 1970 another fare increase was granted, but ATC also announced its intention of abandoning service as soon as it could obtain Corporation Commission approval.

The Present

In January 1971 an agreement was reached between PTC/ATC and the City of Phoenix whereby the city would subsidize the company's losses until completion of a takeover study by an independent consulting firm. On March 1 the Corporation Commission's approval for abandonment became effective, but ATC/PTC continued to operate the service under contract with the city, but without benefit of franchise.

Service that is presently operated remains at the level reached on June 22, 1970, and is as listed in the service table which also shows service prior to that date, including some two years previous.

The current PTC bus fleet consists of 101 buses, of which 93 were previously owned by VTL, and eight which were brought in by ATC. Of the ex-VTL buses, 12 are propane-powered Fageol-Twin Coaches (Fageol Liners) and are currently in storage. All New Look GMC coaches, all of the GM TDH-4512's and four of the eight TDH-4509's are air conditioned. A few of the New Look coaches are still painted in VTL's green and white paint, but most of the rest of the fleet bears the standard ATC "Giacoma" (pea soup) green and white scheme. There are, however, several experimental paint jobs on New Look and 4512 coaches, including such combinations as yellow and white, red and white, all white, orange and white, and red, silver and white. Large illuminated "Bus-O-Rama" advertising signs have been placed on three of the TDH-5302's, but the idea hasn't caught on--probably since PTC's buses aren't out much after dark.

The SUN VALLEY BUS LINE operation to Mesa and Tempe is still operated by the Tanner family (L. A. Tanner died recently). It is an intregal part of the city operation, with local rights along East Washington and transfer privileges with PTC. Service is an indicated below:

PHOENIX-TEMPE-MESA route

Monday through Friday								Saturday				Sunday			
1st Trip	AM PEAK Hdwy	AM PEAK Req	BASE Hdwy	BASE Req	PM PEAK Hdwy	PM PEAK Req	Last Trip	1st Trip	BASE Hdwy	BASE Req	Last Trip	1st Trip	BASE Hdwy	BASE Req	Last Trip
530A	30	4	60	2	30	4	715P	530A	60	2	645P	815A	120	1	615P

Trips: Monday-Friday 20 Saturday 14 Sunday 6

SUN VALLEY ROSTER:

Coach Numbers	Builder	Model/Serial Numbers	Seats	Year	Comments
401-402	GM Coach	T6H4521A/248-249	42	1969	Baggage box beh.driver
403-404	GM Coach	T6H4521A/250-251	45	1969	

Equipment currently used on the TEMPE-MESA operation consists of four recently-acquired GMC T6H-4521A's, which have push-type rear doors and standard transit seating. These units are quite a change from the TDH-4515's and SDM-5301's that had operated the service. But still around for charters and occasional standin duty are four TDH-4515's.

ARIZONA--PHOENIX (CONTINUED)

SVBL's base fare is 30¢, with a 5¢ zone charge and a 5¢ transfer charge; PTC's fares are 35¢ base with 5¢ zone and transfer charges.

This was the Phoenix Transit Corp. roster as of January 1, 1971:

Coach Numbers	Builder	Model/Serial Nos.	Seats	Year	Comments
221-222	GM Coach	TDH4512/1020-1021	45	1955	Air-conditioned
223-226	GM Coach	TDH4512/2271-2274	45	1957	" "
227-228	GM Coach	TDH4512/2286-2287	45	1957	" "
236-238	GM Coach	TDH4512/2500-2502	45	1957	" "
239-245	GM Coach	TDH4512/1624-1630	45	1956	" "
301-303	GM Coach	TDH4517/032-034	45	1959	" "
304-312	GM Coach	TDH5302/013-021	53	1960	" "
314-316	GM Coach	TDH5302/022-024	53	1960	" "
317-331	GM Coach	TDH4517/1059-1073	45	1961	" "
340-344	GM Coach	TDH4519/1222-1226	45	1966	" "
530-532	Fag-Twin	FLP-35/2-4	44	1952	Propane; stored
533-541	Fag-Twin	FLP-35/15-23	44	1952	Propane; stored
809	GM Coach	TDH3610/1612	36	1948	
810-811	GM Coach	TDH3610/1681-1682	36	1948	
812	GM Coach	TDH3612/076	36	1949	
814-819	GM Coach	TDH4507/2617-2622	45	1948	
820-824	GM Coach	TDH4507/1072-1076	45	1947	
825-828	GM Coach	TDH4509/1472-1475	45	1951	
836-841	GM Coach	TDH3612/1144-1149	36	1951	
851-854	GM Coach	TDH4509/2269-2272	45	1952	Air-conditioned
1908-1909	GM Coach	T6H4521A/345-346	45	1969	" "
2666-2667	GM Coach	TDH4512/1285-1286	45	1956	Ex-Tucson Transit
2877,2879	GM Coach	TDH4512/2522,2543	45	1958	Ex-Tucson Transit
2982-2983	GM Coach	TDH4512/2991-2992	45	1959	Ex-Tucson Transit

C A L I F O R N I A

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Effective with the system skaeup April 4, the new Line 32--GAGE-WASHINGTON was shifted from Division 10 to Division 2 and uses 2300-class coaches. Lines 61--LONG BEACH-PASADENA and 108--PASADENA-ROSEMEAD-MONROVIA were moved from Division 18 to Division 9. Line 61 now uses 2300s and 108 has both 2600s and 5200s assigned.

Privately-owned and operated transit service in San Pedro came to an end March 17. On that date LA RAMBLA BUS LINE, INC. ceased operations and RTD began substitute operations on 24 hours notice. Three new RTD lines were created effective March 18: Line 129--BARTON HILL, 130--POINT FERMIN and 131--GAFFEY, all using 4000-series Flxibles out of Division 12 (Long Beach). Schedules were nearly identical to LRBL service. Coaches 4044-4049 have been equipped with Division 5A headsigns; ;the signs are the only ones on the system with "129," "130" and "131" route curtains. RTD distributed a letter to prospective customers, advising them of the new service, of RTD's Exact Fare plan and of the availability of monthly passes, tokens and ticket books for bus fare.

The former LOS ANGELES MOTOR COACH garage at Santa Monica and Virgil, which also was

CALIFORNIA--SCRTD (CONTINUED)

used for a time by LOS ANGELES TRANSIT LINES, is being torn down. It had been used by the Los Angeles Department of Public Works as a vehicle storage facility for the past 15 years, and was damaged by the recent eqrthquakes.

Observed as repainted in the District's Chrome Yellow, Champagne Gold and White livery: 5167.

WEST COAST RAILROAD PASSENGER SERVICES

LOS ANGELES: A drastic restructuring of railroad passenger operations was scheduled to go into effect May 1 as responsibility for conducting the service passed from the hands of the individual railroads to the NATIONAL PASSENGER RAILROAD SERVICE CORP. The main effect on the West Coast was the elimination of two of the three daily LOS ANGELES-CHICAGO passenger trains, two of the three daily SEATTLE-CHICAGO trains, the only PORTLAND-CHICAGO train (via UNION PACIFIC), and SANTA FE's daily SAN FRANCISCO CHIEF from Richmond to Chicago via San Joaquin Valley points. In fact, the San Joaquin Valley loses all rail passenger service. The new service, to be known as AMTRAK, will operate a through SAN DIEGO-SEATTLE train three days a week; a daily LOS ANGELES-OAKLAND train via San Jose; two trains daily LOS ANGELES-SAN DIEGO; two trains daily PORTLAND-SEATTLE, one daily train LOS ANGELES-CHICAGO via Santa Fe's Albuquerque route; one daily train SEATTLE-CHICAGO and thrice-weekly service from Oakland to Chicago via the Overland Route and from Los Angeles to New Orleans over SOUTHERN PACIFIC's Sunset Route.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of April, 1966)

+ORANGE COAST SIGHTSEEING CO. begins operations with one tour covering Disneyland, Newport Harbor, Laguna Mission, San Juan Capistrano, El Toro Marine Base and the Irvine Ranch area.

+SANTA ANA TRANSIT CO. established by AMERICAN TRANSIT CORP. as an interim operation to serve Santa Ana with six routes plus lines to El Toro Marine Base and Garden Grove following the collapse of SANTA ANA BUS SERVICE.

+SCRTD establishes Line 178--ANAHEIM STADIUM operating over five routes providing service for California Angels baseball games.

Two colorful California SOUTHERN PACIFIC locals also were scheduled to cease operation on May 1, since they were not included in the Amtrak network. They are the daily DEL MONTE, primarily a commuter train between Monterrey and San Francisco, and the REDWOOD, operated by a Budd self-propelled car on the Northwestern Pacific tracks between Willits and Eureka, twice weekly. SP's extensive SAN FRANCISCO-SAN JOSE commute service was not affected by the changeover.

EQUIPMENT REPORT

Through the courtesy of Cedric Whithorne, Regional Sales Manager for the Flxible Co., we present a list of 1970 Flxible deliveries to properties on the West Coast:

Name of Company	Vehicle Nos.	Model/Serial Nos.	Comments
Marin Transit Systems	B 02	511-KE-F6/FX262	2 doors, 19 seat
Golden Rain Foundation, Rossmoor	52-55	511-KE-F9-1/FX243, 274-276	2 doors, 19 seat, air-conditioned
SCRTD	7000-7008	111-CC-D6-1/54777-54785	8V71 with Suver-V trans, 51 seat, air-conditioned
	7011-7028	Same/54788-54805	