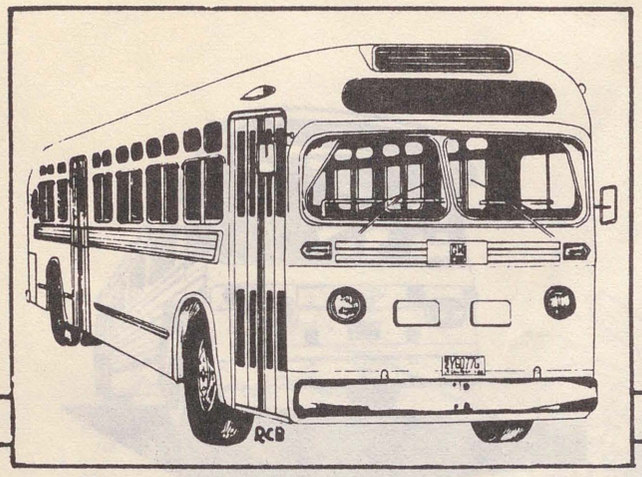
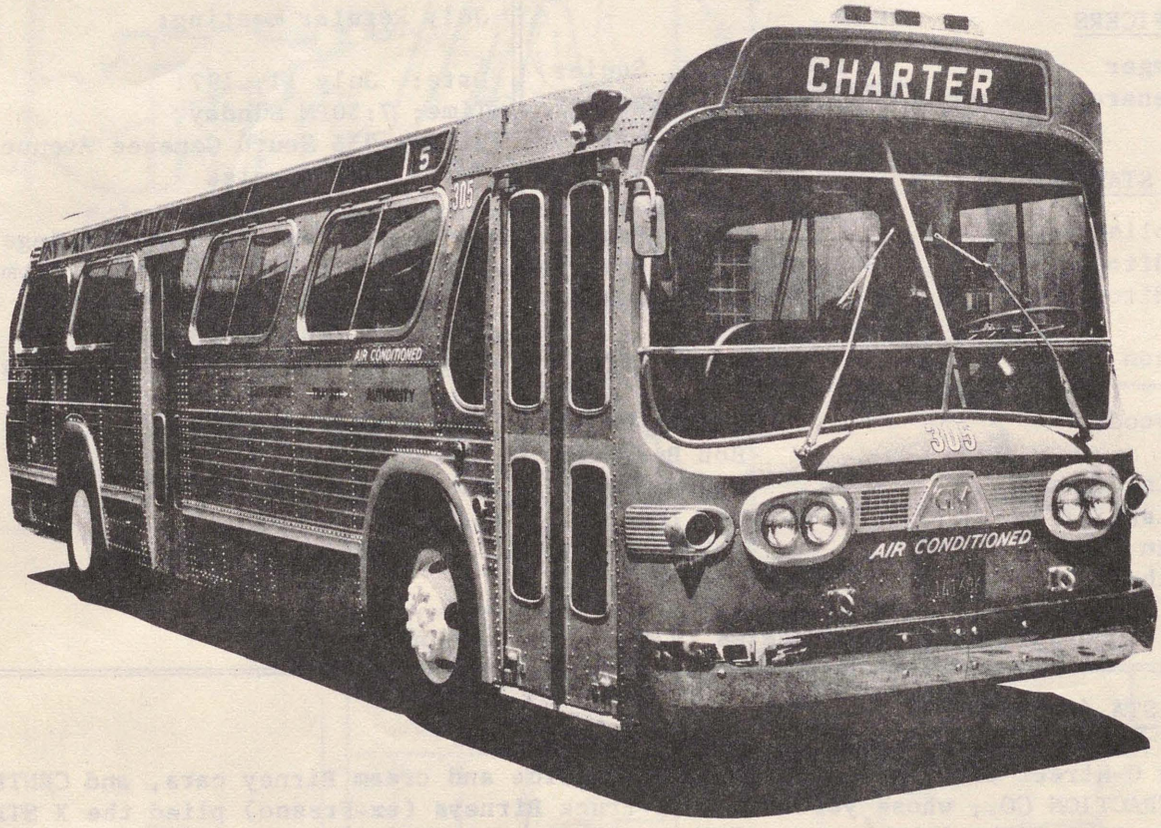


# Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 6 June, 1971




SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: Publicly-owned transit came to California's capital city on September 23, 1955, when STA took over the operations of SACRAMENTO CITY LINES, a PACIFIC CITY LINES property. In 1966 SUBURBAN TRANSIT LINES was incorporated within STA's operations and in 1968 STA acquired GIBSON LINES' Sacramento-Roseville suburban route. Since 1968, the STA has been the only transit operator for local service in and around Sacramento.

Prior to 1943, three separate companies operated local transit service in the city -- all by electric railway. In that year, SCL bought out PACIFIC GAS & ELECTRIC (which operated most of the city's car lines plus a few bus routes), SACRAMENTO NORTHERN RAILROAD, which

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MEETING NOTICE

July Regular Meeting:

Date: July 11, 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

August Regular Meeting:

Date: August 8, 1971

(Time and place as above)

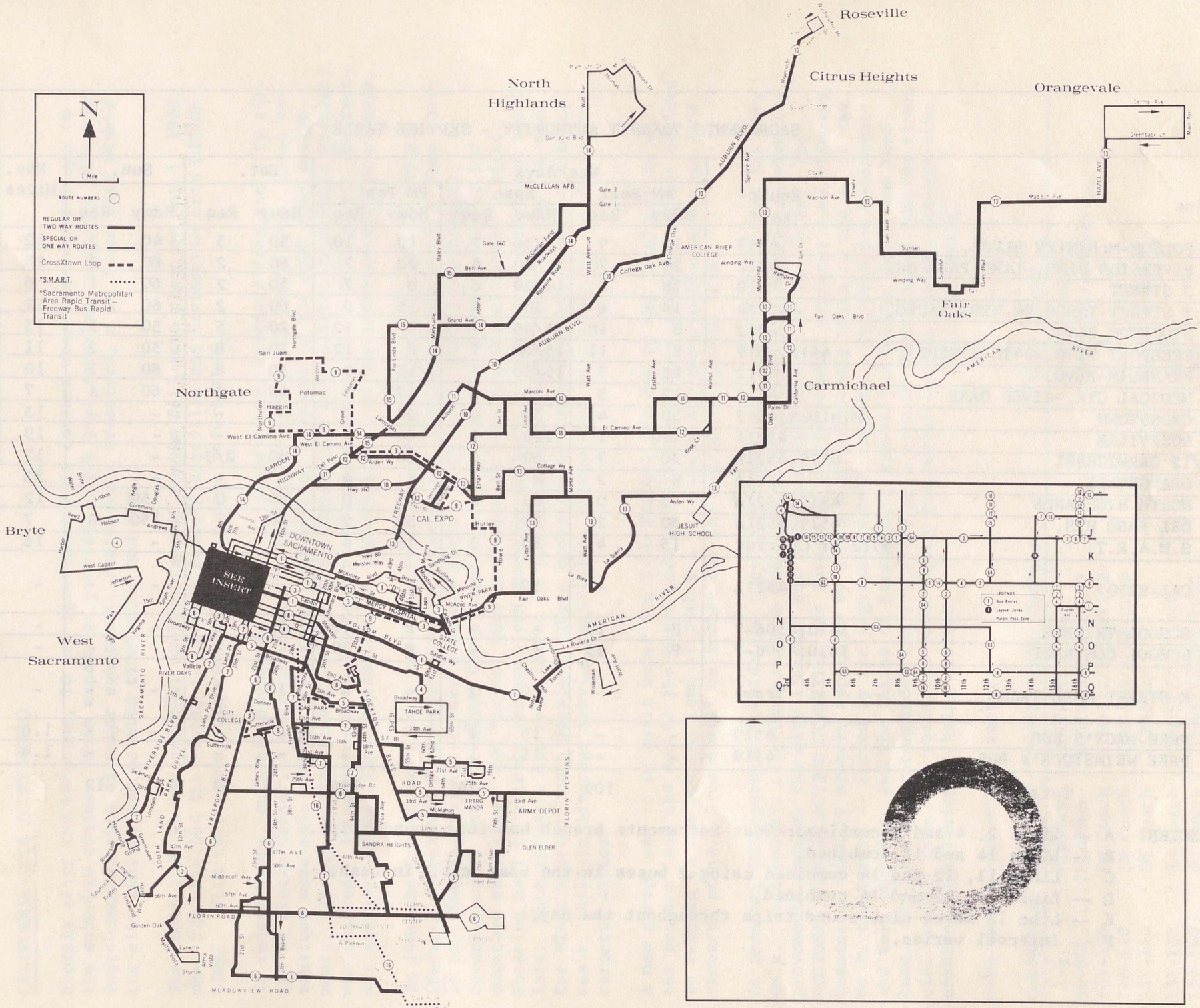
NEW MEMBER: Todd Tertening, Los Angeles (#104). Welcome aboard!

CALIFORNIA--STA (CONTINUED)

operated the C Street car line with its colorful blue and cream Birney cars, and CENTRAL CALIFORNIA TRACTION CO., whose yellow double-truck Birneys (ex-Fresno) plied the X STREET-COLONIAL HTS. line. The latter companies continued trolley freight operations, but later dieselized it. SCL continued streetcar operations until shortly after the end of World War II.

Through the late 1950s and early 60s STA made various service improvements within the city and upgraded the equipment fleet. It was not until 1961 that it became necessary to ask for a subsidy from the city.

On April 24, 1966, the STA commenced operation over the eight former routes of the SUBURBAN TRANSIT LINES, a privately-owned bus system. STA paid $110,000 for 21 buses and spare parts; eighteen of STL's operators were hired. The eight routes served the north part of the city and also parts of Sacramento and Yolo counties. Included was service to Mather and McClellan Air Force Bases, the latter with 20,000 employes. The STA had in storage enough idle equipment to operate the suburban system and it was not necessary to use any of


N
1 Mile
ROUTE NUMBERS
REGULAR OR TWO-WAY ROUTES
SPECIAL OR ONE-WAY ROUTES
CrossXtown Loop
*S.M.A.R.T.
*Sacramento Metropolitan Area Rapid Transit – Freeway Bus Rapid Transit
Roseville
Citrus Heights
North Highlands
Orangevale
Fair Oaks
Carmichael
Northgate
Bryte
West Sacramento
SEE INSERT
DOWNTOWN SACRAMENTO
CAL EXPO
JESUIT HIGH SCHOOL
McCLELLAN AFB
AMERICAN RIVER COLLEGE
MERCY HOSPITAL
STATE COLLEGE
CITY COLLEGE
TAHOE PARK
SANDRA HEIGHTS
GLEN ELDER
ARMY DEPOT
FLORIN PERKINS
FLORIN ROAD
MEADOWVIEW ROAD
AUBURN BLVD.
GARDEN HIGHWAY
FREEPORT BLVD
RIVERSIDE BLVD
FOLSOM BLVD
FREEWAY
AMERICAN RIVER
SACRAMENTO RIVER
RIVER PARK
LEGENDS
Bus Routes
Layover Zones
Purple Pass Zone

## SACRAMENTO TRANSIT AUTHORITY - SERVICE TABLE

| Line | Equip-ment | Weekdays | | | | | | Sat. | | Sun. | | Rte. Miles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak | | Base | | PM Peak | | | | | | |
| | | Hdwy | Req | Hdwy | Req | Hdwy | Req | Hdwy | Req | Hdwy | Req | |
| 1 FOLSOM-McKINLEY BLVDS. | 4517 | 12 | 9 | 15/30 | 7 | 10 | 10 | 30 | 3 | 40 | 2 | 12 |
| 2 RIVERSIDE BLVD.-LAND PARK DR. | 4512 | 20 | 7 | 30/60 | 4 | 20 | 7 | 60 | 2 | 60 | 2 | 15 |
| 3 J STREET | 4519 | 10 | 6 | 10/20 | 6 | 6 | 7 | 30 | 2 | 60 | 1 | 6 |
| 4 T STREET-TAHOE PK-WEST SACTO. | 4517A | 15 | 6 | 30 | 4 | 15 | 6 | 60 | 2 | 60 | A | 12 |
| 5 STOCKTON BLVD. | 4512 | 8 | 10 | 15/45 | 7 | 9 | 12 | 20 | 5 | 30 | 3 | 13 |
| 6 FREEPORT BLVD.-24TH STREET | 4512,4519 | 8 | 11 | 15/60 | 7 | 8 | 12 | 20 | 8 | 30 | 2 | 11 |
| 7 FRANKLIN BLVD. | 4512 | 13 | 7 | 15/30 | 7 | 13 | 9 | 30 | 8 | 60 | 1 | 10 |
| 8 MEDICAL CTR.-RIVER OAKS | 4512 | 17 | 5 | 20 | 4 | 17 | 6 | 40 | 2 | 60 | A | 7 |
| 9 CROSSTOWN | Minibus,4512 | 30 | 4 | 30 | 4 | 20 | 5 | - | - | - | - | 13 |
| 10 ROSEVILLE | 4521A | 120 | 1 | 120 | 1 | 60 | 2 | - | - | - | - | 19 |
| 11/12 CARMICHAEL | 4519,4521A | 20 | 7 | 60 | 4 | 20 | 7 | 60 | 2/3 | - | - | 17 |
| 13 ORANGEVALE | 4521A | E | 2 | E | 1 | E | 4 | - | - | - | - | 33 |
| 14 NORTH HIGHLANDS | 4519,4521A | 45 | D | 60 | D | 45 | D | 60 | C | 150 | 1 | 12 |
| 15 DEL PASO HTS. | 4519,4521A | 30 | 2 | 30 | 3 | 30 | 2 | 60 | 1 | 150 | B | 7 |
| 16 S.M.A.R.T. | 4512 or Charter | 15 | 4 | 30 | 3 | 15 | 4 | - | - | - | - | 16 |
| 20 CAL-EXPO | 4521A | - | - | 15 | 4 | - | - | - | - | - | - | - |
| 31 SCHOOL TRIPPER | 3610,4506-7 | F | 13 | - | - | F | 12 | - | - | - | - | - |
| 40 SCHOOL CONTRACT | 3610,4506-7 | F | 15 | F | 4 | F | 19 | - | - | - | - | - |
| 51 K STREET MALL TRAM | Trams | - | - | 10 | 2 | - | - | 10 | 2 | - | - | - |
| 63 FREE MACY'S BUS | 4519 | - | - | 15 | 1 | - | - | - | - | - | - | 1.6 |
| 64 FREE WEINSTOCK's BUS | 4519 | - | - | 15 | 1 | - | - | - | - | - | - | 1.4 |
| Totals | | | 109 | | 74 | | 124 | | 38 | | 12 | |

NOTES:
A -- Lines 2, 4 and 8 combined; West Sacramento branch has four round trips.
B -- Lines 14 and 15 combined.
C -- Lines 11, 12 and 14 combined using 2 buses in the base and 3 in rush.
D -- Lines 11, 12 and 14 combined.
E -- Line 13 makes nine round trips throughout the day.
F -- Interval varies.

CALIFORNIA--STA (CONTINUED)

Shortly after the takeover, 10 new air-conditioned coaches were received for use on the suburban routes. This expansion provided north area suburban residents with many improvements, such as newer equipment, system-wide transfers, a 5¢ lower fare within the city limits, and printed timetables and maps.

The final link in the regional unified transit system fell into place on May 1, 1968, when STA obtained the rights to operate between Roseville and Sacramento from GIBSON LINES. With this route came two buses which were refurbished.

In recent years, much has happened. Lines 5, 6 and 7 were extended from the city limits to Florin Center, a regional shopping center located in the South End. These extensions were made without adding any equipment or manpower to the peak hour assignments. In August 1970 line 16--S.M.A.R.T. (Sacramento Metropolitan Area Rapid Transit) was started. It operates from downtown to the new Cosumnes River College via the freeway and uses especially-constructed bus turnout lanes and bus-actuated traffic signals.

In 1968 the CrossXtown Line 9 was inaugurated as the operations portion of FASTRIP (Federally-Assisted Sacramento Transit Research and Improvement Peoject). Then there is the LOWFARE project. (Lower Optional Fares - Additional Riding Encouraged). It covers special senior citizen fares, monthly flash passes, and Purple Passes for downtown shuttling. Two "trams" were purchased in 1969 for use along the K Street Shopping Mall to attract shoppers and downtown workers, as well as visitors and tourists. Much emphasis has been placed on the Red Carpet Charter, which is the new name for STA's charter coach service. These buses are equipped with restrooms, reclining seats, built-in beverage service facilities, stereo tape deck/radio/PA system and red carpeted aisles.

A new garage was to be built under the I-80 Freeway but due to the inability to sell the present land and due to the extra cost of building under a freeway, it was decided to rebuild on the present land at 28th & L Sts, where the soon-to-be-demolished PG&E carbarns stand. Ground will be broken for the new facility this year.

At present, STA operates outside the city limits but receives a subsidy from the city only. As a result, city fathers have been reluctant to institute further service improvements outside the city limits. But a new organization is in the works. The REGIONAL TRANSIT ACTION COMMITTEE was formed by the Sacramento Regional Area Planning Commission with 19 members appointed by every city and county which is now -- or may be in the future -- served by the regional transit network. Included are Sacramento and Yolo counties, and the cities of Sacramento, Roseville, Folsom, Davis and Woodland. The RTAC has recommended the formation of a transit district and interim financial support from each political subdivision now served by STA. At the present time, enabling legislation is being drafted.

--JOHN McKANE.

Here is the current STA roster:

| Coach Nos. | Builder | Model/Serial Numbers | Year | Notes |
|---|---|---|---|---|
| 1-2 | Minibus | MBTC/365-366 | 1969 | Trams |
| 91-94 | Minibus | MB711/351-353,350 | 1967 | Air-conditioned |
| 101-115 | GM Coach | TDH4512/1258-1272 | 1956 | |
| 116-120 | GM Coach | TDH4512/2135-2139 | 1957 | |
| 121-130 | GM Coach | TDH4512/ | 1958 | |
| 131-135 | GM Coach | TDH4517/333-337 | 1960 | |
| 136-140 | GM Coach | TDH4517/1086-1090 | 1961 | |

CALIFORNIA--STA (CONTINUED)

| Coach Nos. | Builder | Model/Serial Numbers | Year | Notes |
|---|---|---|---|---|
| 141-145 | GM Coach | TDH4517/1377-1381 | 1962 | Air-conditioned |
| 203 | GM Coach | SDM4502/127 | 1966 | A/C, restroom |
| 204-206 | GM Coach | S6H4503A/016-018 | 1969 | A/C, restroom |
| 251-252 | GM Coach | TDH4519/1199-1200 | 1966 | A/C, restroom |
| 301-305 | GM Coach | TDH4519/051-055 | 1963 | A/C |
| 306-310 | GM Coach | TDH4519/334-338 | 1964 | A/C |
| 311-315 | GM Coach | TDH4519/769-773 | 1965 | A/C |
| 316-323 | GM Coach | TDH4519/1191-1198 | 1966 | A/C |
| 324-325 | GM Coach | TDH4519/1514-1515 | 1966 | A/C |
| 401-415 | GM Coach | T6H4521A/079-093 | 1968 | A/C |
| 5501-5504 | GM Coach | TDH4507/1672,1671,1676,1675 | 1947 | Ex-Sacto.City Lines |
| 5505-5506 | GM Coach | TDH4507/1673-1674 | 1947 | Ex-Sacto.City Lines |
| 5507-5508 | GM Coach | TDH4507/1801-1802 | 1947 | Ex-Sacto.City Lines |
| 5509-5510 | GM Coach | TD4506/774,780 | 1946 | Ex-Gibson 6501-6502 |
| 5646 | GM Coach | TDH3610/1168 | 1948 | Ex-Sacto.City Lines |
| 5647-5649 | GM Coach | TDH3610/1174-1176 | 1948 | Ex-Sacto.City Lines |
| 5650-5652 | GM Coach | TDH3610/1178,1172-1173 | 1948 | Ex-Sacto.City Lines |
| 5653-5656 | GM Coach | TDH3610/1169-1171,1179 | 1948 | Ex-Sacto.City Lines |
| 5659 | GM Coach | TDH3610/317 | 1947 | Ex-Sacto.City Lines |

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: Effective September 7 of last year, BMTS inaugurated a new route--8--STATE COLLEGE operating Monday through Friday on a 40-minute headway using one bus. The route begins at 19th & Chester (downtown transfer point) and travels via Chester, California and Stockdale Highway to the college southwest of the city.

BLUE & WHITE BUS LINES (B&WBL)

LOS ANGELES: B&WBL has extended Line 8--COMPTON AVE. from its former terminal at Stockwell & Wilmington Ave. three miles southward to a new terminal at Greenleaf & Wilmington. Monday-Saturday service operates half-hourly during the peak hours and 40-minutely in the base. Sunday schedules are hourly.

PEERLESS STAGES SYSTEM (PSS)

SAN JOSE: On April 11 PSS Line 7--SAN JOSE-AGNEW STATE HOSPITAL Saturday service, consisting of two round trips, was discontinued. Weekday schedules of three round trips daily continue.

EASTERN CITIES TRANSIT, INC. (ECT)

EAST LOS ANGELES: ECT's request for a fare increase from 15¢ (2/25¢ token) to 20¢ (3/50¢ tokens) was heard by the PUC. A PUC staff study indicates the firm would lose about $36,000 this year under current fares and recommended that the hike be approved. New labor agreements have added $20,000 yearly to operating costs.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: San Diego has been awarded to DOT grant of $1.1 million to help finance purchase of 25 new 53-seat city buses and 15 45-seat suburbans, all radio-equipped.

CALIFORNIA (CONTINUED)

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: DOT has granted GMBL a $203,774 grant toward purchase of eight new buses (believed to be two 33-seaters and six 45-seaters) which will replace 11 pre-1957 coaches.

FRANCISCAN LINES, INC. (FL)

SAN FRANCISCO: The PUC has granted FL a certificate to operate four sightseeing routes in and around San Francisco. Awarding of this certificate breaks the monopoly GRAY LINE, INC. has had on sightseeing in "The City." The four routes are:

Tour 1--LAND & WATER TOUR OF S.F., MUIR WOODS & SAUSALITO (partly by boat)
Tour 2--S.F., GOLDEN GATE & SAUSALITO
Tour 3--49-MILE SCENIC DRIVE OF S. F.
Tour 4--MUIR WOODS & MT. TAMALPAIS.

FL has been the AMERICAN SIGHTSEEING representative, but was restricted to operating on a group basis before the present decision.

SAN DIEGO ECONOMY LINE, INC. (SDEL)

SAN DIEGO: SDEL has been authorized by the PUC to suspend operation of Line 1--SAN DIEGO-LEMON GROVE-HOMELAND until April 1, 1972. However, line 2--COLLEGE GROVE CENTER-SAN YSIDRO will continue to operate as at present. Line 1 had been operating Monday through Friday between 6:55AM and 6:25PM on a two-hourly headway, using coach 71 (GMC TDH4509/2285) with 90-minutely rush-hour service.

GREYHOUND LINES WEST (GLW)

SAN FRANCISCO: An application for a 15 per cent increase in California fares, including commute fares, has been filed by GLW. The request asked for a 7.5 per cent increase immediately in all fares designed to offset known labor cost increases (some $2,800,000 annually beginning March 1 of this year). After time to develop information GLW requests an added 7.5 per cent in all fares and authority to charge round trip fares at 190 per cent of one-way fares. Minimum fare would be 45¢.

Also asked was a 7.5 per cent increase in one-way and 20-ride commute fares and a similar increase in express rates. In Oregon, GLW has been authorized to operate three daily trips between Newberg, McMinnville and Portland since TRI-MET was forced to discontinue service in Yamhill County which is outside its authorized three-county operating area.

SOUTHERN PACIFIC CO. (SP)

SAN FRANCISCO: SP has applied to the PUC for permission to boost its San Francisco Peninsula commute train fares an average of 10 per cent. The SP, which operates 44 trains each weekday serving 11,500 commuters, said its deficit on the runs totaled nearly $2 million in 1970. The company blamed higher labor costs.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: On June 7 CONTINENTAL PACIFIC LINES began operating one daily round trip SAN FRANCISCO-PORTLAND using U. S. Interstate 505 between Davis and Williams. Prior

CALIFORNIA--CTS (CONTINUED)

to this time all Oregon-Bay Area service was via a connection at Sacramento. CONTINENTAL WESTERN LINES added one Silver Eagle express trip on the LOS ANGELES-SAN FRANCISCO route and changed to LA-SF Golden Eagle service to stop only at Bakersfield and Fresno in the San Joaquin Valley, cutting the running time to 7½ hours, by far the fastest bus travel time between the two major cities.

At the same time, AMERICAN BUSLINES, INC. added one LOS ANGELES-LAS VEGAS trip and one LOS ANGELES-DALLAS trip, both for the summer season.

AMTRAK

SAN FRANCISCO: Since AMTRAK has taken over all intercity rail passenger service on May 1, all trains arrive and depart the Bay Area at SOUTHERN PACIFIC's 16th Street Station in Oakland and San Francisco patrons are transported on GREYHOUND LINES WEST buses (through contract with Amtrak) which operate between Oakland and the Transbay Transit Terminal in San Francisco. Buses arrive or depart the TTT 30 minutes from train time.

GOLDEN GATE BRIDGE, TRANSIT & HIGHWAY DISTRICT (GGBTHD)

SAN FRANCISCO: General Motors Truck & Coach, the low bidder, was awarded the contract for a fleet of 132 diesel buses which the District will use to begin full-scale transit operations in Marin County by late this year. GM bid $41,109 each for 20 53-seat transit-type coaches, and $43,447 each for 112 suburban-type 53-seat coaches with reclining seats. It was understood all coaches will be 102" wide.

Only other bidder was Flxible Co. at $42,975 for the transit-type buses and $44,270 for the suburbans. Total bill for the new fleet including delivery charges and taxes will be close to $6.6 million. The District plans to lease an additional 20 buses bringing the fleet total to 152. At present, the district operates a limited service in Marin County connecting with its ferry boats, using two leased and two owned buses. It is presumed that full-scale service will replace the extensive commute service now operated by GREYHOUND LINES WEST.

The District also plans to spend $2.7 million on a bus maintenance and storage base in central Marin County.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Muni is planning that transit rarity--substitution of streetcars for buses on a major line. The City PUC has authorized Muni to construct a double-track car line along Sunset Blvd. from Judah to Taraval Aves, and inauguration of a new car line to replace part of the 72--HAIGHT-SUNSET bus route. The work is expected to be done within the next two years as a part of the Muni's comprehensive rehabilitation of the present streetcar system in conjunction with operation in the new Market St. subway.

Two reasons were given for the new route. One, Muni wants to connect the N--JUDAH route with the L--TARAVAL route to provide a bypass around the Twin Peaks Tunnel and to save thousands of hours of deadhead time each year for cars going to and from the carhouse at the far end of the K--INGLESIDE line. Secondly, Muni will be able to "balance" subway portal vehicle loadings. Plans call for K, L and M cars to be linked at West Portal into trains for the subway run downtown. J and N cars would mate at the Duboce Portal (now under construction opposite the San Francisco Mint). A third

CALIFORNIA--SFMRy (CONTINUED)

line feeding the subway through the Duboce entrance would result in three-car trains on each leg of the subway-surface line.

Awarding of a contract for the 78 new articulated streetcars is expected in the near future. One report has it that Muni also will ask for an option to purchase 15 or 30 additional cars (in addition to the 78) which would be required for the new line. Muni also reportedly is near a decision on re-equipping its trolley coach fleet. Latest plans call for purchasing 210 new coaches (possibly utilizing some salvaged electrical equipment from the present equipment) and rehabilitating a limited number of the old coaches for continued service.

The PUC voted April 27 to terminate California St. cable car service at 7:00PM weekdays and 5:30PM weekends and holidays, despite many protests. Service presently quits daily at 11:00PM. The move is expected to save $154,000 yearly.

A DOT UMTA grant of $19,287,617 was announced to complete Muni's fleet modernization program. Besides the 210 trolley coaches and 78-108 streetcars already reported, the money tentatively is scheduled to help buy 400 additional radio-equipped diesel buses and 50 small transit buses. (The figure of 400 for new buses may include some already purchased, since an additional 400 would seem to be far in excess of Muni's vehicle requirements).

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: A new driver's signup went into effect June 6, 7 and 12. There were numerous minor changes in schedules, mostly on routes which feed AC trunk lines or will conceivably feed BARTD when it begins operation. Most of the changes involved cutbacks in service before 6:00AM and after 9:30PM. Changes include:

Line 11--OAKLAND AVE.--Discontinue first two round trips prior to 6:00AM and last three round trips after 10:00PM.

Line 12--GRAND AVE.-WEST 14TH: Reduced weekday headway in AM from 15 to 18 minutely, due to declining patronage at Army Base and Naval Supply Center.

Line 15--MACARTHUR BLVD.-14TH AVE.-GROVE ST.: Five Skyline High School trips leaving Skyline at 3:10PM rerouted at Joaquin Miller Rd. and Mountain Blvd. to operate via Warren Freeway using Park Blvd. offramp and then regular route via Mountain Blvd., to alleviate traffic backup at Mountain Blvd. & Ascot Dr.

Line 18--PARK BLVD.-LAKESHORE AVE.: Trip leaving Hampton Rd. at 5:57PM extended from Leimert & Oakmore Rd. via Leimert Blvd. to Mountain Blvd. and Joaquin Miller Rd. to arrive 6:40PM, connecting with last Route V coach from San Francisco.

Line 33--BERKELEY-OAKLAND-ALAMEDA EXPRESS: Weekday headways in early AM lengthened from 15 to 20 minutely.

Line 42--ALAMEDA-OAKLAND-PIEDMONT: All trips arriving downtown Oakland from Alameda after 9:00PM daily to terminate at West Grand and Broadway. Alternate service available to Piedmont (Highland & Magnolia) via Route 51 and transferring to Route C at 40th St., from 9:00PM to 11:30PM.

Line 46--ARTHUR-BANCROFT AVE.: Saturday service eliminated.

Line 51--ALAMEDA-OAKLAND-BERKELEY: Owl trips from Alameda that presently terminate at West Grand & Broadway at 2:22AM, 3:23AM, 4:21AM and 5:16AM extended to Broadway & MacArthur Blvd., operating via Broadway, Piedmont Ave., MacArthur, returning to Broadway and regular Route 51 to Alameda.

Line 54--35TH AVE.-38TH AVE.: Weekday first AM trip prior to 6:00AM cancelled; Saturday first AM and last PM trip cancelled; last two Sunday trips after 8:00PM cancelled.

CALIFORNIA--ACCTD (CONTINUED)

Line 55--DUTTON AVE.-DAVIS ST.-MARINA FAIRE: Last round trip after 6:30PM cancelled.
Line 59/76--BROADWAY TERRACE-MONTCLAIR: First trip at approximately 6:00AM cancelled weekdays; last trip at approximately 10:27PM cancelled. Last two trips after 8:00PM on Saturdays and Sundays cancelled.
Line 79--HIGH ST.-BAY FARM ISLAND: Last four trips after 8:30PM cancelled weekdays. Last two trips after 8:30PM Saturday and Sunday cancelled; also all Saturday trips to terminate at High & E. 14th St. Extended service to High & Fernside (Alameda) cancelled.
Line 83--EAST 14TH ST.-WEST 7TH ST.: Several Route 83 trips extended to new Marine Terminal at end of 7th St. providing limited peak hour service to and from downtown Oakland. Service inaugurated with two AM trips arriving Marine Terminal at 6:58AM and 7:22AM, and four PM trips leaving Marine Terminal at 3:40PM, 4:04PM, 4:41PM and 5:04PM.

The complete series of GMC 900-class coaches have been placed into revenue service. They are assigned as follows: Division 2:900-902; 913-914; 923-929. Division 3: 903-904, 912. Division 4: 905-911, 915-922. The first 15 of the new series of T6H-5305 coaches arrived in January (WT 2/71) while the remaining 15 arrived in April. As of May 31, the following 1700-1800 class GMC TDH-4507 coaches had been placed in storage pending sale or scrapping: 1702, 1704, 1727, 1734, 1742, 1805, 1825, 1828. Previously, these 1700-1800 class coaches were either scrapped or sold: 1706, 1713-1714, 1716, 1719, 1725-1726, 1731, 1736-1737, 1740, 1743, 1749, 1770, 1775, 1780, 1784, 1787, 1798, 1801, 1803, 1806-1807, 1810, 1816-1817, 1821-1822, 1831-1832, 1844-1845, 1849-1850, 1862, 1864, 1869-1870, 1872-1873. This makes a total of 48 TDH-4507 coaches retired to date.

Of the new 900-series coaches, all are equipped with EIP kit but only 910-914 have catalytic mufflers. An interesting sidelight on the first 15 coaches (900-914) is that they were ordered without interior ad racks. However, GM failed to note this specification and installed them anyway. These coaches are now being shopped to remove the ad racks, at GM's expense.

AC may be preparing to rebuild the interiors of its 57 GMC SDH-4501 Transbay coaches. Coach 112 (SDH4501/033) reentered service on May 1 after a sample rebuilding job, which included the following work: entire ceiling and ad card fixtures removed and melamine paneling installed to standee window height. Melamine also applied to walls below standee window height. Exterior chrome strip above side windows removed and standee window strip installed. New interior panels installed with openings for standee windows. Seats removed and rebuilt with headrest sections removed, reupholstered in blue vinyl. Light blue flooring installed. Push-button turn indicators installed, along with chrome farebox.

Coach 112 was shown at an AC Board of Directors meeting in late April. Most noticable is an increase in interior space made possibly by cutting down on the seatbacks and, although the seat platform was left intact, seat handles on the aisle were removed to provide easier access to seats. There are no assist poles for standees, however.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: New routings have been established, using recently-completed freeways, for line 57 service between Riverside and San Bernardino and the Santa Anita and Hollywood Park race tracks. Hollywood Park service has operated, since May 5, from Pomona via Garey Ave., the Corona Expressway and the Pomona, Santa Monica and Harbor freeways. Santa Anita service will operate from Pomona via Garey Ave., Foothill Blvd.,

CALIFORNIA--SCRTD (CONTINUED)

Foothill Freeway, Santa Anita Ave., Santa Clara Ave. and Huntington Drive.

Line 60 was rerouted in both San Bernardino and Fontana, effective May 5. The new route in San Bernardino had been in use as a detour for a considerable length of time during construction of a shopping mall in the area south and east of the station. In Fontana, both eastbound and westbound trips had operated via Sierra Ave. and a loop via Spring St., Nuevo Ave., Arrow Hwy. and Sierra. This involved a hazardous turn from Nuevo into Arrow Hwy. The new route is, eastbound, via Juniper Ave., Arrow Hwy., and Sierra; westbound, the reverse. The "new" route in Fontana had been used previously, from 1949 to 1952.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of June, 1966)

+KNICKERBOCKER TOURS begins operations as a new Los Angeles sightseeing line.

+POMONA VALLEY MUNICIPAL TRANSIT SYSTEM begins new service between Pomona and Chino on a trial basis, replacing CHINO TRANSIT LINES, out of business.

+SANTA ANA TRANSIT CORP. commences operation, replacing the temporary SANTA ANA TRANSIT CO., over seven routes.

The lease of a portion of Vernon Yard to STUDIO TRANSPORTATION has been terminated and the area leased instead to PALM SPRINGS SIGHTSEEING AND CHARTER, better known as LEISURE SIGHTSEEING/CHARTER.

The District has offered for sale at bid two lots located at 6512-6520 S. Central Ave. Minimum cash price is $10,000. MTA had bought this land for $12,000 for possible use as a terminal for former streetcar line S.

Bids have been invited for the sale of 1,015 Johnson Type D electric fare boxes. This includes the 29 boxes remaining from the previous offering. A total of 271 electric and 214 manual boxes had been sold at minimum prices of $25 and $10, respectively. Those already sold and those now for sale total 1,500 fare boxes, from which half of the proceeds must be credited against the UMTA grant for their replacement.

A contract has been awarded to RCA for two-way radio equipment for the 19 Minibuses that will go into downtown service later this year.

An additional 65 GMC TDH-4801 coaches have been offered for bid, at a minimum of $3,003 each. Included are 2900-2913, 2950-2964, 6509, 6512, 6513, 6522, 6524, 6525, 6527-6530, 6532, 6533, 6535-6537, 6539, 6540, 6543, 6546, 6548-6551, 6554, 6556, 6561-6565, 6567-6569, 6571-6573. Coach 6513 is described as "damaged", the remainder in good condition. These complete the 100 buses replaced by the new Flxible 7000s.

The first of the new 7100-series buses (Cummins-powered Flxible transits) arrived the last week in May. None was to go into service until mid-June.

Add line 89--FAIRFAX-WESTERN & FRANKLIN to the previous list of line to which the water-bumper-equipped 7085-7094 are assigned. In this respect, the Legislature has approved an amendment to the vehicle length limit where necessary to permit the use of such energy-absorbing bumpers.

The city's one-way traffic plan was to be extended to 11th and 12th streets through the downtown district June 20. Line 2 will be rerouted, westbound, via 12th, Wall, 11th and Main. Line 12 will be rerouted eastbound via Figueroa, 12th and Broadway. No changes are involved in the opposite directions. Line 56 presents a special problem. Its terminal layover zone has been located, for some time, on 11th St. east of Main. This space will no longer be available, since a stop zone must be provided

CALIFORNIA--SCRTD (CONTINUED)

for line 2. Alternate loops have been authorized for line 56, but the latest report is that it will return to sharing the lines 24 and 39 terminal on Main St.

Alhambra local lines 11 and 17 will be extended from their previous west terminals, through East Los Angeles to the Dozier & Rowan loop, effective June 20. Line 11 will be extended via Atlantic Blvd., Garvey Ave., Monterey Pass Rd., Mednik Ave., Brooklyn Ave. and Rowan. Line 17 via Fremont Ave., Monterey Pass Rd., etc. In addition, line 11 will be extended at its east end via San Gabriel Blvd. and Rush St. to Walnut Grove Ave., serving a low-income housing development and Edison Company office building. A second bus will be added to each line to maintain the hourly service providing a 30-minute combined headway on the joint portion through East Los Angeles. Estimated annual cost of these extensions is $81,300.

Four 2900-series buses were sold to BLUE & WHITE BUS CO. for $3,003 each. Of this, only $9,000 was to be paid down, the balance in two months. B&WBL needed four buses for the start of its new Compton service but had only sufficnt cash to pay for three.

The following coaches have been observed as painted in the District's Chrome Yellow color scheme since our last report: 2041, 2103, 5173, 5175, 5180.

A R I Z O N A

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: A few errors and omissions crept into the Phoenix Transit Survey (WT 4/71). In the Service Table, Route 5 is 21 miles round trip, not 12; in the case of line 23 which has a 60-minute base headway with no buses assigned, this is because it is actually through routed with lines 6-15-16 and shares its four buses. Photo credits should have been Bob Burrowes and Jerry Squier, not John Pappas and Squier.

Here is additional data to include in the Phoenix bus roster: coaches 236-238 were originally purchased by the City of Phoenix as 862-864; coaches 239-245 were originally purchased by the City of Phoenix as 865-871. All of the other city-bought buses retain their 800-series numbers.

C O L O R A D O

DENVER METRO TRANSIT (DMT)

DENVER: The City of Denver took over all operations of the local transit system from the DENVER TRAMWAY CORP. on April 18, thus ending privately-owned transit service in yet another large city. This action was the result of voter approval of a $4 million bond issue at the November, 1970, general election.

The DMT system is operated by ATE MANAGEMENT & SERVICE INC., of Cincinnati, a firm specializing in the management of publicly-owned systems including Minneapolis-St. Paul, Baltimore, Duluth and Peoria. The parent company, AMERICAN TRANSPORTATION ENTERPRISES, owns and operates transit systems in about a dozen cities in the East, South and Midwest. All personnel, from General Manager to drivers to coach servicemen, are employed by ATE to avoid the necessity of placing the employes under civil service. In Denver's case, it is because city operation is simply an interim means of operating until the Denver REGIONAL TRANSPORTATION DISTRICT is organized and begins operating a regional transit system which may in the long run include rail rapid transit. ATE receives $19,750 per month from the City of Denver for its management services.

COLORADO--DMT (CONTINUED)

Although DTC stockholders approved a management plan for dissolution of the company, DTC assets had to be acquired by condemnation because of the difference between the $4,250,000 offered by the city and the $6.4 to $6.9 million valuation of the assets by two different appraisers.

On Sunday morning, April 18, all buses rolled out of the garage with newly-applied DMT emblems, and operated at a 35¢ instead of a 40¢ base fare; school fares were reduced to 20¢. Two additional fare reductions were made: senior citizens to 25¢ and a regular base fare for passenger boarding between 9:30AM and 2:30PM of 25¢. This puts Denver into the select company of such low-fare cities as El Paso and New Orleans, at least during off-peak hours. The 25¢ fare was an experiment to see if off-peak riding can be stimulated; such riding has dwindled drastically in Denver over the past 15 years--more so than in most cities Denver's size.

Routes and schedules remain unchanged from DTC days pending the results of ridership surveys to be conducted by ATE. A revised system is to be recommended by December.

In addition to the 214 buses acquired from DTC, the city is considering the purchase of 31 additional air-conditioned 53-passenger buses, presumably to replace the remaining eight GMC TDH-5105s and the 24 Mack C-47DTs. Also, the city contemplates the purchase of six 18/21 passenger buses powered by liquid gas for a downtown shuttle service.

This summer the City of Denver is to negotiate with nearby cities such as Aurora, Englewood and Golden (formerly servied by DTC and now servied by DMT) for payment of their share of the cost of operating the system. It is anticipated that the system will operate at a $1.8 million deficit during its first year.

TEXAS

AUSTIN TRANSIT CORP. (ATC)

AUSTIN: On April 1, ATC resumed the transit service it began in 1955 and ended suddenly last summer due to a franchise dispute with the city. At that time, ATC accused the city of violating its franchise when the city allowed TRAANSPORTATION ENTERPRISES, INC. (which operated on the University of Texas campus) to operate lines in the city. When the city refused to rescind its deal with TEI, ATC withdrew completely. The city's honeymoon with the new operator was short-lived; TEI asked for a subsidy beginning January 1 and the city decided it wanted ATC back. A new three-year contract has been agreed allowing ATC to maintain a set operating ratio; in return, the city gets an improved fleet including 25 air-conditioned buses.

AIRPORT GROUND TRANSPORTATION INC. (AGT)

HOUSTON: AGT recently placed into service eight Flxible Starliners, late of Los Angeles' AIRPORT SERVICE INC. and AIRPORT COACH SERVICE (See Equipment Report) which retain their ASI paint and numbers. The Flxibles replace six GMC PD-4104s and four PD 4106s which were former GREYHOUND LINES WEST units and were leased by Hausman's Bus Sales.

Present service to Houston Intercontinental Airport is provided from 68 stops so that no hotel or motel will have a competitive advantage, but this makes proper scheduling nearly impossible. A new plan, just about ready to start, has set up four strategically located terminals and eliminates all other stops. The four terminals are

TEXAS--AGT (CONTINUED)

Downtown Airport Terminal on Bagby in Albert Thomas Convention Center, Astrodome Airport Terminal on Fannin at Loop 610, Greenway Plaza Airport Terminal at Edlow and Southwest Parkway and the Post Oak Airport Terminal at Richmond and Post Oak off Loop 610. New scheduling will call for 30 minute service between 5:00AM and 1:00AM.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: The Public Transit Board has approved application for a $991,666.67 DOT grant to help finance the purchase of 50 buses to replace a like number to be sold to Honolulu. Also approved were bids totaling $1,598,953 for consteuction of two DTS projects: transportation and service center at Oak Cliff Division and remodeling of the DTS administration building.

Also planned in East Dallas is construction of a new 65,000 square foot garage, bids for which are to be advertised in August. Transit riding in Dallas is running 9.2 per cent below a year ago, reversing the slight upward trend of recent years.

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 RAPID TRANSIT CARS | | | | |
| BARTD | 505 | Rohr | | Final prototype car |
| NEW BUSES | | | | |
| Gardena Municipal BL | 49-50 | GM Coach | T6H4521A/-,653 | |
| Leisure Sightseeing | 7100-7101 | MCI | MC7/- | 47 seat, RR |
| USED BUSES | | | | |
| Airport Ground Transp | 6101-6102 | Flxible | Starliner/31086,31089 | Ex-ASI |
| Houston | 6314-6319 | Flxible | Starliner/31119,-,-,-,- | Ex-ASI |
| Blue & White Bus Lines | 125 | GM Coach | TDH4517/386 | Ex-LBPTCo. 4503 |
| | 126-127 | GM Coach | TDH3610/-,273 | Ex--, RTD 6674 |
| Smith's Chtr Bus Svc | 530 | GM Coach | PD4104/3205 | Ex-GLW 8633 |
| Arrow Chtr Lines | II-1201 | GM Coach | PD4104/4533 | Ex-GLW 7555 |
| Holiday Lines | 203-204 | GM Coach | PD4104/4530,4499 | Ex-GLW 7552,7521 |
| Great Western Stage | 964,1036, | GM Coach | PD4106/964,1036 | Ex-GLW 7734, 7806 |
| | 1046 | GM Coach | PD4106/1046 | Ex-GLW 7816 |
| Greyhound Lines West | 9020-9049 | GM Coach | PD4501/various | Ex-8000,8100 series |
| American Charter Lines | 201 | Crown | A590-11/33671 | Ex-Claus 3 |
| Pacific Scenic Lines | 3964-3965 | Ford | Ford600/Superior | Ex-Harvey Buses |
| Brock Bus Lines | 14-16 | Dodge | Dodge500/Wayne | Ex-ACB |
| DISPOSITIONS | | | | |
| Montebello Mun BL | 34 | GM Coach | TGH3102/814 | To Meth Church,Compton |
| El Paso City Lines | 3825,3828 | GM Coach | TDH3714/585,588 | 25 sold, 28 for sale |
| The Town Tour | 708 | Minibus | MB1D-SS/416 | For sale |
| Anaheim | 709 | Minibus | MB25-1D-SPL/524 | For sale |
| Eastern Cities Transit | 74-75 | Mar-Her | 8MB/- | For sale |
| | 85 | Mar-Her | 8MB/- | To pvt party,Glendale |