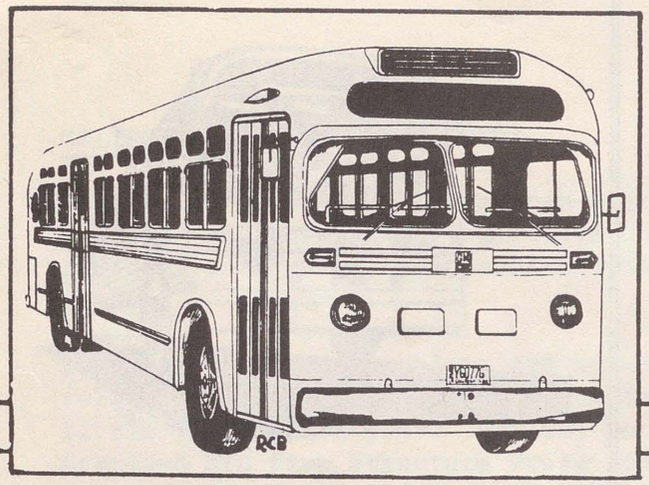


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 8 August, 1971

C A L I F O R N I A

DOWNIEVILLE STAGE CO. (DSC)

NEVADA CITY: On June 4 DSC discontinued operating between Downieville and Nevada City, where connections had been made with GREYHOUND LINES WEST. The most recent schedule called for one westbound trip to Nevada City in the morning and a return trip to Downieville in the evening.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Southern California will lose another private transit operater on September 1 when EASTERN CITIES TRANSIT is to be taken over by SCRTD. The basic purchase price will be $210,000 plus $800 to be paid for 16 fare boxes and accompanying vaults, and the cost of ECT's tokens and inventories will be adjusted at the time of closing.

ECT will be operated as a separate entity until February 1, 1972. Present fares (20¢ cash, 16 2/3¢ token and school ticket) will remain in effect during that period, but free transfers will be provided between the Eastern Cities lines. After ECT is formally merged into the RTD system next year, regular RTD fares will apply.

An application has been filed with the Urgan Mass Transportation Administration for a capital assistance grant in connection with this acquisition. ECT is a wholly-owned subsidiary of CROWN COACH CORP. The ECT assets to be acquired include their garage and storage yard (appraised at $45,000), six GMC TDH-3301 buses (estimated value $147,700) and other miscellaneous assets. The 11 Marmon-Herrington buses still owned by ECT will not be included and, presumably, will find their way to Crown's used bus lot.

The 3301 coaches will not be immediately repainted into the RTD livery, but RTD-type destination signs will be installed and RTD bus stop signs installed alnng ECT lines. RTD plans to spend about $18,000 for this and refurbishing of the 3301s.

Recent schedules require a total of 12 buses on ECT lines. RTD plans to purchase seven new 33- to 35-seat air-conditioned buses for use along with the 3301s. The ECT lines will be numbered 140--KERN, 141--FORD and 142--CITY TERRACE. The ECT garage will become RTD Division 20. The 3301s (which will become RTD coach numbers 1200-1205) will be joined by 45-seat Flxibles 4217-4224, which will be repainted in Eastern Cities dark blue and white colors. (The 4200s will be replaced on line 105 by 2100s and line 123 by 5200s).
The only route change will be operation of line 140 into the Brannick & Whittier Loop.
Presumably, the 1200s and the 4200s involved in the ECT operation will be repainted into RTD colors after next February 1.

The seven new buses, plus 13 two-way radios for the 3301s and the new buses, would cost an estimated $250,900.

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MEETING NOTICE

September Regular Meeting:

Date: Sept. 12, 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

October Regular Meeting:

Date: Wednesday, Oct. 13, 1971, 7:30PM, regular place (Note change in day).

W.T.S. BAY AREA GREYHOUND EXCURSION

An excursion covering the Contra Costa and Marin Divisions of GREYHOUND LINES WEST Bay Area commute operations has been announced for August 28. These two divisions are due to be phased out of operation within the next year or so due to the commencement of rail operations by BARTD and public ownership of buses in Marin. Two types of Greyhound suburban equipment (also due to be phased out) will be used: a 1670-1699-series Mack C-49DM and a 9400-9436-series GMC TDM-5103. The trip will leave the Greyhound 7th Street Depot in San Francisco at 9:00AM; fare is $5.00 payable in advance or on bus. Tickets and information through Gerald L. Squier, 189 Crestwood Dr., apt. 25, Daly City, California 94015.

CALIFORNIA--SCRTD (CONTINUED)

All of these items, plus an allowance for contingencies, bring the estimated total project to $507,906. The federal grant application is for half this amount, to be increased to two-thirds if planning requirements are met within three years.

There are several reasons for not integrating the ECT lines into the RTD system immediately. Their employes are represented by the Amalgamated Transit Union under a contract that expires January 31, 1972. Under the plan, RTD wage rates and health and welfare programs would be applied immediately, but other terms of the ECT contract would remain in effect.

CALIFORNIA--SCRTD (CONTINUED)

ECT serves a principally Mexican-American area and it is desirable (if not essential) to have Spanish-speaking operators on these lines at least during the transitional period. This would be impossible with the lines manned from the regular RTD seniority roster.

Even more involved problems are to be found in the areas of fares, revenue and public relations. The present ECT cash fare is 20¢, but there have been two 5¢ increases in little more than a year. For the local ECT rider, then, immediate application of the standard RTD fare structure would mean a tripling of his fare in less than 1½ years. In the case of the rider using both ECT and RTD lines, there would be a slight saving --a two-zone fare with transfer costing 43¢ in comparison with a present total of 50¢ for the combined ride. But there is a further complication. For the rider who uses a monthly pass for the RTD portion of his trip and pays a cash (or token) fare on ECT he could make the entire trip on just the pass if the RTD fare structure were applied en toto to the ECT lines. These same problems were encountered with the previous Pasadena and Inglewood acquisitions, but were not so severe on account of a lesser differential between fare levels of the systems involved and a far lower proportion of interchange riders.

Here is a service table showing present ECT operations:

Line	One Way Mileage	Headways WEEKDAYS Peak	Base	SATURDAY Base	SUNDAY Base
KERN AVE.	4.3	8	10-12	10-12	12
FORD BLVD.	3.3	20	20	30	60
CITY TERRACE	1.9	30	30	30	60

The KERN AVE. line operates until midnight, the others until about 6:00PM. Approximately two-thirds of ECT riders use those lines as a feeder to RTD services.

EASTERN CITIES TRANSIT INC.
Roster as of June 11, 1971

Coach Number	Builder	Model/Serial Number		Notes
70	Mar-Her	8MB/3949	1950	
78	Mar-Her	8MNN/69002	1953	
82	Mar-Her	350916 (ID number)	1955	
83	Mar-Her	3509532 (ID number)	1955	
84	Mar-Her	8MNN/82966	1955	
86	Mar-Her	8M2B/16950	1952	
87	Mar-Her	8M2B/16549	1952	
88	Mar-Her	DRF/100225 (ID number)	1952	
89	Mar-Her	3506067 (ID number)	1952	
90	Mar-Her	3506158 (ID number)	1952	
91	Mar-Her	8MB2621	1949	Ex-Oxnard, ex-ex Montebello
92-93	GM Coach	TDH3301/060-061	1969	
94	GM Coach	TDH3301/078	1970	
95	GM Coach	TDH3301/080	1970	
96-97	GM Coach	TDH3301/084-085	1970	

NOTE: All Marmon-Herringtons converted to diesel.

CALIFORNIA--SCRTD (CONTINUED)

Line 121--LA-ROSCOE BLVD.-SAN FERNANDO VALLEY FREEWAY FLYER was extended along Hill St. from Olympic Blvd. to Pico Blvd. on July 26. The extension provides more convenient service to Occidental Center and other businesses in the area. This extension was made under the general manager's authority but was ratified by the District's Board of Directors at their next meeting. Line 121 has been one of the more successful of the new lines established in recent years. Patronage increased from an average of 63 passengers per day during a five-day period in April to an average of 120 per day during a similar period a month later. Furthermore, many of the line's patrons were not previously RTD riders.

Another 800 Johnson Type D electric fareboxes have been offered for sale at no minimum bid price. An additional 100 of these boxes will be retained for possible special use. The 50 boxes acquired from PASADENA CITY LINES have been withheld from previous sales due to their relatively poor condition.

Transfer privileges will be added between line 108--PASADENA-ROSEMEAD-MONROVIA and intersecting lines 52, 53, 64, 68 and 69, effective August 8. Transfer arrangements had been introduced previously between the former PASADENA CITY LINES routes and other RTD services only within the Pasadena Inner Zone. In addition, on line 108 the west limit of Monrovia Zone 4 will be extended from 5th Ave. & Foothill Blvd. to the junction with line 68 at 5th Ave. & Colorado Blvd. Along with the new transfer privileges, this will reduce the cost of a 1 3/4-mile trip between the Monrovia end of the line 108 and Monrovia-Duarte High School from 68¢ to a modest 30¢.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of August 1966)

+ANCHOR BUS LINES begins three daily trips between Lemoore Naval Air Station and Hanford, Calif.

+STOCKTON METROPOLITAN TRANSIT DISTRICT Line 1--NO. CALIFORNIA-SO. SAN JOAQUIN extended southward to serve San Joaquin General Hospital.

+EL PASO CITY LINES substitutes buses for streetcars on its JUAREZ line during construction of the new Chamizal bridges across the Rio Grande. Ten GMC TD-4007s from SALT LAKE CITY LINES plus EPCL's own 4007s used on line.

A new approach to weekend equipment assignments has been adopted. With a few significant exceptions, the previous practice has been to use the same class (or classes) of equipment on a given line throughout the week. As a result, much of the District's newest equipment was idle on Sundays and, to a lesser extent, on Saturdays. Now, for the first time, separate weekday, Saturday and Sunday equipment assignments have been worked out. With all of the 7100s in service, the only pre-New Look buses normally in service on Sundays will be the Division 18 5100s.

As coach 6629 pulled into Division 10 on Friday, August 6 after service on line 22--ATWATER-EAST COLORADO, an era in Los Angeles transit history ended. This was the last "squarey" in service, the last spring ride coach and the last of the former LOS ANGELES TRANSIT LINES buses in service. The short, shuttle lines to which these buses had been assigned in recent years have, for the most part, received 4000s, 35-seat Flxible New Look coaches. (The first 50 of the 5100s now in service, although ordered by LATL, were delivered to METROPOLITAN TRANSIT AUTHORITY). About 25 of the 6600s were on the roster in recent years, and were phased out in the general equipment reshuffling which took place upon delivery of the 7000-7100 series Flxibles this year.

Observed as repainted in the District's Chrome Yellow livery: 2040, 2042, 2043, 2111, 2134, 5165, 5182, 5188.

CALIFORNIA (CONTINUED)

HATHEWAY STAGE LINE (HSL)

INDIO: Willard Hatheway, dba HATHEWAY STAGE LINE, has filed an application for a certificate between Indio and Blythe, and Indio and Eagle Mountain, location of the Kaiser Steel mine. The route from Indio would be along highway 111, Interstate 10 and County Road R2 to Eagle Mountain and return. The Blythe route would run along I-10 and County Road R2. Initially, service would be operated only from Indio for Kaiser employes. Three daily trips, using a 1970 Ford Club Wagon, would be operated at at $1.00 fare.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Plans to purchase 78 new articulated streetcars for Muni's rail system received a possible setback July 12 when bids were opened on the vehicles and found to be tremendously above estimates. The Rohr Corp. of Chula Vista, low bidder, tendered a price of $38.5 million, or $493,000 per unit, about $173,000 per car above estimate. Second lowest bidder was Pullman-Standard at $39.8 million. The German carbuilder DuWag submitted a non-conforming bid of $18.4 million, about $236,000 per car, but the DuWag proposal covered stock models such as now operate in many European cities and lacked many of the features desired by Muni, such as high acceleration, high (65-MPH) top speed, cab signals and provisions for both high- and low-level passenger loading.

Muni officials reportedly were studying the possibility of redesigning the cars to reduce the cost. Another possibility was that Muni would attempt to raise the extra money needed to accept the Rohr bid, and to persuade the federal government to increase its share of the cost. Muni had hoped to have the first prototype cars in operation by early 1973, since the Market Street Subway is to open in 1974, and the present PCC equipment cannot be operated underground.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: On June 20 MMBL instituted a new GARFIELD AVE.-ATLANTIC SQUARE route operating daily on a 45-minute headway between Whittier Blvd. and Garfield Ave. via Garfield, Via Campo, Wilcox and Riggin to Atlantic Square on Atlantic Blvd. Monday through Saturday service hours are 6:50AM to 6:00PM and on Sunday between 9:35AM and 5:30PM.

BLUE AND WHITE BUS LINES (B&WBL)

SOUTH LOS ANGELES: Labor and insurance problems resulting in interrupted service hit B&WBL in late June and July. One June 30, the PUC suspended the firm's operating certificate until the firm filed adequate liability insurance, the previous insurance having expired June 11. A PUC spokesman said operation of buses without evidence of the required insurance was illegal. B&WBL General Manager Lynward Winslow said buses were still running, and shortly thereafter insurance coverage was obtained.

On July 17 B&WBL operators walked off their jobs, claiming they had not been paid in two weeks; a company spokesman denied the charge, saying employes had been asked only to hold their checks until July 19. Service resumed on lines 3--COMPTON via AVALON and 4--COMPTON via CENTRAL on July 19, using operators obtained from the East, where the National Economic Growth and Reconstruction Organization (NEGRO), owners of B&WBL, also have small minority area bus lines. All other service remained suspended. On August 5 the firm paid some of the back wages due B&WBL employes and promised to

CALIFORNIA--B&WBL (CONTINUED)

resume service on all lines. Service did not resume the week of August 9 because the property was seized by the Los Angeles County Sheriff pending payment of the remaining back wages. SCRTD, on August 9, authorized implementation of emergency service as soon as practicable on all B&WBL routes, using former B&WBL operators and mechanics and RTD buses and charging regular B&WBL fares. However, this plan was not immediately placed into effect and it was expected that the problem would be dumped into the lap of the PUC for a more permanent solution.

Prior to the trouble, B&WBL on May 24 inaugurated a new route, line 9--CITY OF COMPTON. The line operated in a continuous loop through the city, beginning at the Sears store on Long Beach Blvd. near Orchard and looping via Long Beach Blvd., Orchard, Bullis Rd. and Rosecrans, thence alternate trips looping clockwise and counter-clockwise along Rosecrans, San Pedro/Avalon, Alondra and Bullis. Service operated hourly in each direction (every half hour from Sears and from San Pedro & Alondra) between 5:30AM and 9:20PM Monday through Friday and between 8:30AM and 9:20PM on Saturday. Two GMC TDH-3714 coaches normally were assigned.

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: SATC officials have notified the city of intention to discontinue all city bus service on August 31 due to constantly increasing expenses and declining revenues. Previously warned about this possibility, the City of Santa Ana had hired Alan Voorhees and Associates, a consulting firm, to recommend alternatives for city transit. The consultants' report recommended two plans of action and two route/schedule/fares plans. The city could buy out SATC and lease it back to a private operator, or assume responsibility for the buses until the ORANGE COUNTY TRANSIT DISTRICT could be ready to assume the burden.

The two service plans called for either 1) adding 5 routes and 13 new buses to the present system, or 2) adding 3 routes and 6 buses. Both plans envision half-hourly headways and a 25¢ fare and the consultants suggested the council consider ways to offset the operating loss through a property or utility tax.

The city's response was to make plans for a $334,000 five-year subsidy for city transit and also authorized negotiations for a six-month subsidy for the present operator, SATC. Under this proposal, the bus line will be city owned by privately operated. At a later date, bids will be accepted by the city from firms desiring to operate the system.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

SANTA ANA: CCBS recently opened its new corporate headquarters, offices and shops on Grand Ave. in Santa Ana and closed three other locations -- the former Stanton headquarters, the East Santa Ana yard on Washington and the lot on Santiago, also in Santa Ana. The Santa Ana Unified School District has awarded a second five-year school bus contract to CCBS which covers all but handicapped students in the district.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On June 25 the STA board voted to increase the basic fare from 25¢ to 30¢ tokens from 20/$4.75 to 20/$5.75, school tokens from 20/$3 to 20/$3.50 and Sunday passes from 60¢ to 75¢ beginning July 1. Zone fares, Senior Citizens rates and monthly passes remain the same. The increase was required to reduce the STA subsidy from the city to $1.3 million, a reduction of $235,000 from the current subsidy. STA

CALIFORNIA--STA (CONTINUED)

is looking for financial support from Sacramento and Yolo counties to cover the cost of service in those areas. In subsequent action, the Sacramento City Council approved at $1.4 million subsidy which nullified the STA rate hike. Token prices, however, will jump to 20/$5 with school tokens at 20/$3.50 with the opening of school. The city council made it clear that fares could go up later if the two counties do not offer subsidies.

In our STA feature (WT 6/71) the serial numbers for coaches 121-130 were not included in the roster. Coaches 121-125 are GMC TDH4512/2833-2837 built 1958, and 125-130 are TDH4512/2805-2809, built 1958.

AIRPORT SERVICE INC. (ASI)

ANAHEIM: On June 27 ASI instituted four daily round trips on a new route, LA INTERNATIONAL AIRPORT-LONG BEACH AIRPORT-DISNEYLAND. Service was reduced between Santa Ana and the Orange County Airport from half-hourly to a roughly hourly headway. ASI has received PUC authority to serve Laguna Hills Leisure World and Mission Viejo and two daily round trips are planned to start in the near future. ASI's new 53-passenger MC7 coaches (see Equipment Report 7/71) are being used primarily on the Orange County Division with the GMs and Flxibles handling the Pasadena and Long Beach lines.

AIRPORTRANSIT (APT)

LOS ANGELES: APT's subsidiary, SATELLITE TRANSPORT, which operates one route on airport runways at Los Angeles International Airport connecting each of the passenger terminals, increased its fare from 25¢ to 30¢. Service operates between 5:35AM and 10:55PM on a 12-minute headway.

LAGUNA BEACH TRANSIT (LBT)

LAGUNA BEACH: The City of Laguna Beach has awarded a $58,000 contract to Flxible for four 23-seat Flxettes for the city-operated transit system. Gillig, Twin Coach and Minibus also submitted bids. A "color the bus" contest with a $50 prize is open to city residents.

PINK BUS LINE (PBL)

BREA: After some initial troubles obtaining a certificate from the PUC, PBL received approval to begin operating between La Habra and Huntington Beach via Beach Blvd. and commenced operations July 2. The initial application (WT 3/71) was denied by the PUC on the basis the route would not be self-supporting at the proposed rates, but a new tariff with a minimum 45¢ fare and a $1.20 maximum won the PUC's blessing. A restriction has been placed on the line prohibiting handling local passengers between Manchester and Chapman Aves. in competition with SCRTD lines 58 and 124.

Daily service is scheduled through September 14, during Eeaster Week and on legal holidays excepting Easter and Christmas. Schedules call for hourly service southbound leaving Whittier & Beach Blvds. between 7:00AM and 11:00AM, then between 1:00PM and 4:00PM. Northbound service leaves Huntington Beach from 8:00AM to 11:00AM, then from 1:00PM to 5:00PM. The Huntington Beach terminal is in the Huntington State Beach parking lot. The service was designed to appeal to surfers and beachgoers.

Two Yellow Coaches, 1 (TD4502/039) and 2 (TD4502/046), ex-GARDENA MUNICIPAL BUS LINES 62 and 63 respectively, are the buses utilized in this service and they are painted white on top and pink on the bottom divided at the belt rail with the name PINK BUS

CALIFORNIA--PBL (CONTINUED)

LINE in black lettering. Patrons are requested to have exact change and fare collection is by means of electric Johnson Type D fareboxes attached to a vault mounted on the floor.

SAN PEDRO TRANSIT LINES (SPTL)

SAN PEDRO: On July 7 SPTL increased its fare from 25¢ to 30¢ and beginning August 4 Sunday and holiday service, consisting of four round trips, was eliminated. SPTL operates the SAN PEDRO-HARBOR CITY route which acts both as the GREYHOUND LINES WEST connecting feeder and a local route along Western Ave.

GREYHOUND LINES WEST (GLW)

SAN FRANCISCO: GLW has been authorized to increase California intrastate intercity and commute fares and express rates 6.5 per cent beginning August 21. Minimum cash fare will be 45¢. GLW had asked a 15 per cent boost in two steps; the 6.5 per cent hike was granted on an interim basis pending a full investigation.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (GGBHTD)

SAN RAFAEL: On May 1 GGBHTD instituted two new feeder bus routes in Marin County connecting with its ferry boat service. A second Mill Valley line, MILL VALLEY-BLITHEDALE AVE.-FERRY route was started plus a TAMALPAIS VALLEY-FERRY route which operates along Shoreline Highway to Marin Ave. and Spruce St. Three trips destined to Sausalito in the evening are operated on both routes. The MILL VALLEY-MILLER AVE.-FERRY route now operates all day between 6:00AM and 9:30PM; former operation was during peak hours only. GGBHTD is now on the Exact Fare system and fare collection has been revised so that separate fares are charged on the bus and on the boat instead of a combination fare. Bus fare is 25¢ and boat fare to San Francisco is 50¢.

THE TOWN TOUR FUN BUS CO. (TTT)

ANAHEIM: Service on TTT Line 6--ANAHEIM CENTER-BALL RD.-SOUTH ST.-LA PALMA AVE. introduced April 5 (WT 5/71) has been trimmed to three days a week--Thursday, Friday and Saturday to keep costs down following the city's refusal of a subsidy for the line. Service had operated Monday through Friday. The $6 monthly pass charge has been reduced to $4. Other fares are 50¢ adult, 25¢ child and adult tickets are available at 10/$3.50. The route operates hourly between 9:10AM and 12:10PM and 2:10PM to 6:10PM beginning at Anaheim Center looping through downtown East Anaheim, then back downtown, west on LaPalma and returning to the Center. Coach 709 "The Fun Bus," a Minibus, is usually assigned. Line 4--DISNEYLAND AREA-LINCOLN AVE.-KNOTTS BERRY FARM now operates on a 20 minute headway between 8:00AM and 6:00PM using three buses and half-hourly at night until 10:00PM using two buses.

A new "Bonanza Fun Bus Book," allowing round trip transportation, admission and six rides at Knotts Berry Farm is available for $5.25 (one-way bus fare is $1.00). The fare on the DISNEYLAND PARKING LOT-HOTEL/MOTEL SHUTTLE has been increased to 35¢.

DOUGLAS BUS LINES (DBL)

LA PALMA: DBL has been authorized to begin service between western and northern Orange County points and the North American Rockwell plant in El Segundo. Marshall Gage, DBL president, said exact routes have not been determined and interested NAR workers can arrange for transportation by calling DBL offices.

CALIFORNIA (CONTINUED)

MODEL CITIES SMALL BUS PROJECT

LOS ANGELES: Federal funds totaling $300,500 have been approved for an intra-community small bus service in the Watts and East-Northeast Los Angeles areas through the Model Cities program. The money for intra-community buses was earmarked by the U. S. Department of Transportation through its Urban Mass Transportation Administration to provide neighborhood transportation to facilities being set up in the two Model Cities areas.

Special bus service will be provided by the Watts Labor Community Action Committee and the East Los Angeles Community Improvement Assn. under contract to the Model Cities agency. A previous ELACIA bus project was halted about a year ago when federal funds ran out. A spokesman said some type of minibuses probably would be used.

W A S H I N G T O N

BREMERTON MUNICIPAL TRANSIT (BMT)

BREMERTON: A 30- to 60-day trial of a new route, KITSAP LAKE, was started May 3. The line operates between downtown Bremerton and the Kitsap Lake Shopping Center via Washington, Pacific, 6th St. and Kitsap Way, to Kitsap Lake Shopping Center. The line returns via Harlow Drive, 1st St., Bruenn Ave., Arsenal Way, Kitsap Way, 6th St. and Pacific Way to 1st & Washington. Operated on this route is bus 126, a 1948 Twin Coach 38-S.

Ten days after inauguration of the service, a city official said that the service may have to be dropped, as only 59 persons had used the route at the end of the first week of service. A total of 290 persons had signed a petition requesting the service.

METROPOLITAN TRANSIT CORP. (MTC)

SEATTLE: A severe cut in suburban Seattle transit service is in the offing due to continuing losses being suffered by AMERICAN TRANSIT CORP. subsidiary MTC. The firm applied to the state regulatory authorities to discontinue service between Seattle, Montlake Terrace, Richmond Beach and Bothell, and to reduce service between Seattle and Edmonds from 25 round trips to six, and between Seattle, Kent and Auburn from 12 round trips to three.

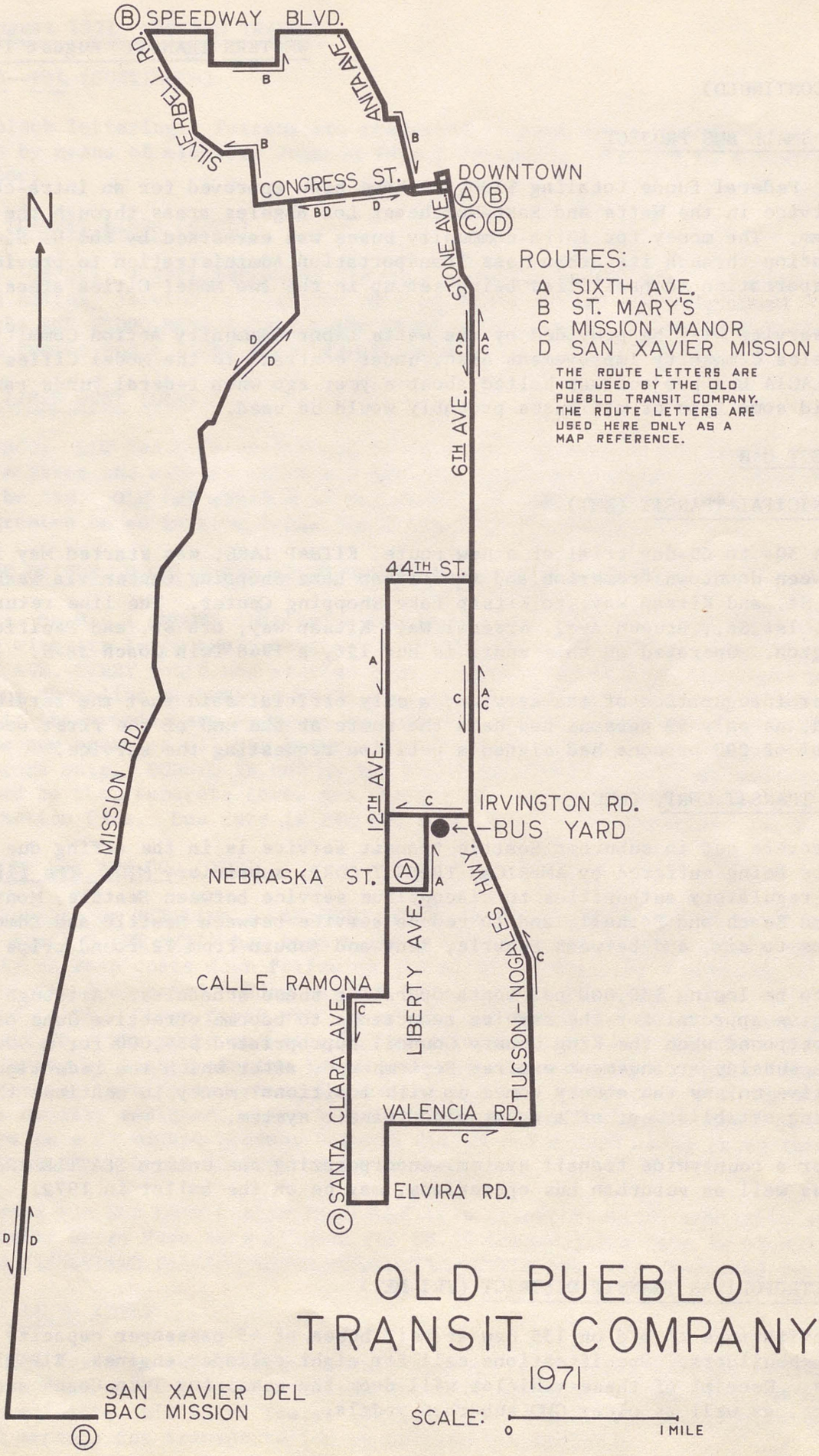
MTC claimed to be losing $30,000 per month operating these schedules. Although the commission did give approval for the service reductions to become effective June 6, the action was postponed when the King County Council appropriated $54,000 for a 90-day bus subsidy. The subsidy arrangement expires September 6, after which the reductions will become effective unless the county comes up with additional money to continue the transit service pending establishment of a countywide transit system.

Provisions for a countywide transit system, incorporating the entire SEATTLE TRANSIT SYSTEM network as well as suburban bus operations, may be on the ballot in 1972.

O R E G O N

TRI-COUNTY METROPOLITAN TRANSIT DISTRICT (TRI-MET)

PORTLAND: Invitations to bid on 135 new transit buses of 45-passenger capacity have been mailed to coachbuilders. Specifications call for eight-cylinder engines, EIP kits and water bumpers. Receipt of these vehicles will doom the remaining Twin Coach and Mack units now in service, as well as older GMC suburban models.


Ⓑ SPEEDWAY BLVD.
SILVERBELL RD.
ANITA AVE.
CONGRESS ST.
DOWNTOWN
Ⓐ Ⓑ Ⓒ Ⓓ
N
STONE AVE.
6TH AVE.
ROUTES:
A SIXTH AVE.
B ST. MARY'S
C MISSION MANOR
D SAN XAVIER MISSION
THE ROUTE LETTERS ARE NOT USED BY THE OLD PUEBLO TRANSIT COMPANY. THE ROUTE LETTERS ARE USED HERE ONLY AS A MAP REFERENCE.
44TH ST.
MISSION RD.
12TH AVE.
IRVINGTON RD.
BUS YARD
NEBRASKA ST.
Ⓐ
LIBERTY AVE.
HWY.
TUCSON-NOGALES
CALLE RAMONA
SANTA CLARA AVE.
VALENCIA RD.
Ⓒ
ELVIRA RD.
SAN XAVIER DEL BAC MISSION
Ⓓ
OLD PUEBLO TRANSIT COMPANY
1971
SCALE:
0
1 MILE
STANLEY SOHO

A R I Z O N A

OLD PUEBLO TRANSIT CO. (OPTCo.)

TUCSON: The history of motor coach operation in Tucson began not with the major transit operator in the city, but with a smaller company serving a relatively small geographical section of town. However, this company, now called OLD PUEBLO TRANSIT CO., has at least in recent years been far healthier financially than its larger brother, TUCSON TRANSIT CO. which has had to keep going with a city subsidy.

The OCCIDENTAL BUS LINE was the first motor coach operator in Tucson. The firm started operation in 1924 with a bus line from West Congress St. & Meyer Ave. via South Meyer and South Ninth Ave. to West 27th St. The upper part of the route paralleled the abandoned Main Ave. streetcar line of TUCSON RAPID TRANSIT which had been discontinued six years earlier. The success of the OBL motor coach operation lead TRT, which was the operator of the trolley system in Tucson, to start the Speedway bus line in 1925.

When TRT abandoned the residual streetcar system in 1930, one of the replacement bus lines was routed down South Sixth Ave. to the Veterans Hospital, paralleling the route of OBL buses. This direct competition and the depression brought hard times to OBL. World War II and the postwar Tucson boom helped revive it, however, and in 1949 OBL changed its name to OLD PUEBLO TRANSIT CO. During the 1950s and 1960s, patronage remained good because most of the area served included low-income Mexican-American neighborhoods with low auto ownership. Soon after the TUCSON RAPID TRANSIT became TUCSON TRANSIT CORP. in 1967, the latter's 2--SOUTH SIXTH AVE. line was abandoned. This left South Sixth entirely to the buses of OPTCo. (TTC, meanwhile, experienced such a sharp drop in riding that city financial help became necessary.)

OPTCo. currently operates four lines (see map, opposite): SOUTH SIXTH AVE., ST. MARY'S, MISSION MANOR and SAN XAVIER MISSION. Twelve minute service is given on the Sixth Ave. route with half-hourly service on St. Mary's; 8 trips daily on Mission Manor and two daily trips on San Xavier Mission. The one TGH-3102 bus usually is assigned to the Mission Manor line.

Here is the current roster:

Coach Number	Builder	Model/Serial Number	Year	Notes
130	GM Coach	TGH3102/026	1953	
131-133	GM Coach	TGH3102/1086-1088	1963	
134-136	GM Coach	TGH3102/1241-1243	1966	No center door
140	GM Coach	TDH3501/641	1967	No center door

All buses are painted in a livery consisting of dark green below the belt rail and cream above and on the roof.

C O L O R A D O

DENVER METRO TRANSIT (DMT)

DENVER: The U. S. Department of Transportation has announced a $4,263,850 grant to the city and county of Denver to cover half the city's cost of buying the DENVER TRAMWAY CORP., operator of 214 coaches. The grant also will provide half the funds necessary to purchase 31 new 53-passenger and six new 20-passenger air-conditioned buses. After the city completes its urban transit planning requirements, it will be eligible for another $1,421,283 grant to bring federal funding up to the two-thirds level.

EQUIPMENT REPORT

Below is a list of passenger equipment acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Sun Valley Bus Lines	289	GM Coach	PD4108/028	
Kopecky Corp Charter Buses	2408	GM Coach	PD4905/231	
Utah Transit Authy (Salt Lake City)	4500-4505	GM Coach	T6H4521A/-	
Associated Charter Bus	A1424G-A1448G	Intl	Intl 16/Wayne	24/36 seat school buses
	A4600D-A4609D	Wayne	Wayne Pusher	53/77 seat school buses
International	107	Prevost	TS4776/-	
Sightseeing	200	Crown	A426-11/-	53 seat school bus
Continental Western Lines	14519-14522	B & C	05SE/8382,8398-8400	
	14523-14531	B & C	05SE/8450,8452-8459	
Queen Mary Parking Lot	2036-2038	Minibus	MBP-50/654,653,677	Tractor units with 2 trailors shaped like tug boats
Santa Cruz Metro Transit District	814-815	GM Coach	TDH3301/106-107	
USED BUSES				
Arrow Charter Lines	248	GM Coach	PD4104/1113	Ex-GLOSF 248
Smiths Chtr Bus Svc	520	GM Coach	PD4104/3224	Ex-GLW 8652
Pacific Scenic Lines	II 111	GM Coach	PD4106/2657	Ex No.Bay 127
	45,48,56	Crown	A779-11/33750, 33603,32816	Ex-Embree
	2913	Crown	A672-11/34121	Ex-CCBS B913
Taylor School Bus Service	3611	Crown	AD743-11/35129	Ex-CCBS 3611
Airport Ground Transportation Inc (Houston)	200	GM Coach	PD4104/-	Ex-GLW
	201	GM Coach	PD4104/-	Ex-GLW
	202	GM Coach	PD4104/4826	Ex-GLW 7653C
	203	GM Coach	PD4104/4760	Ex-GLW 7587
	204	GM Coach	PD4106/1439	Ex-GLW 7857
	205	GM Coach	PD4104/-	Ex-GLW
	206	GM Coach	PD4106/1425	Ex-GLW 7843
	207	GM Coach	PD4106/1048	Ex-GLW 7818
	208	GM Coach	PD4104/4501	Ex-GLW 7523
	209	GM Coach	PD4106/1434	Ex-GLW 7852
DISPOSITIONS				
Salt Lake City Lines	3013	GM Coach	TG(D)4007/278	To private party
Yellow Cab of Yuma	1	GM Coach	TDH4512/079	To truck lot Indio
Greyhound Lines West	1992	GM Coach	PD4104/2585	Modesto Chstn Schools
	7580	GM Coach	PD4104/4753	To Reno Baseball Club
Eastern Cities Transit	72,81	Mar-Her	--	For sale at Crown
Anaheim Jitney Systems	J11	Intnl	Intl 1500	To Fantasy Motel