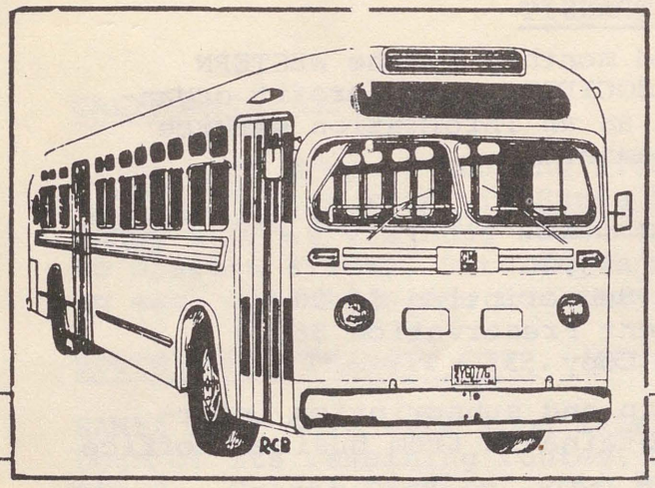


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9 No. 12 December 1971

C A L I F O R N I A

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: On September 19th ASI reduced by two round trips service on the LAX-PASADENA-MONROVIA route. Service to and from the Arroyo Motor Inn was restored after a four day suspension following PUC ruling against ASI's route change eliminating the hotel as a terminal. The Inn will now be served on nine round trips by taxicab - arranged with G&T Transportation Service between the motel and the Huntington-Sheraton Hotel. The Pasadena Hilton is the other Pasadena Terminal. ASI will file a formal application with the PUC to discontinue service to the Arroyo in the near future. Service to Laguna Hills and Mission Viejo was instituted on September 19th by extending three round trips which formerly terminated at the Orange County Airport (WT 7/71). Certain schedules of the Orange County Division are now routed via Long Beach Municipal Airport en-route to and from Disneyland and the Orange County Airport.

TOWN TOUR FUN BUS COMPANY (TTT)

ANAHEIM: TTT has begun operating its winter schedule on Line 4-DISNEYLAND AREA-LINCOLN AVE.-KNOTTS BERRY FARM. Service operates every 35 minutes (two buses) from 9:00AM at the Disneyland Hotel to 12:30PM, then every 70 minutes with one bus until the last Disneyland Hotel departure of 8:40PM and Knotts Berry Farm at 9:25PM.

PEERLESS STAGES SYSTEM (PSS)

OAKLAND: PSS eliminated one express and one local round trip on it's OAKLAND-SAN JOSE route on September 13th. At the same time schedules on the PALO ALTO route were cut back to Centerville with connections for Oakland. Due to changes in Coast Route Los Angeles-Oakland train service, Peerless buses no longer serve the Southern Pacific Depot in San Jose.

GREYHOUND LINES - WEST (GL-W)

LOS ANGELES: Several changes were made on the LOS ANGELES-SAN DIEGO route on October 31st. The 12:30AM and 2:30AM Monday only southbound

FIVE YEARS AGO IN "THE BOOSTER"

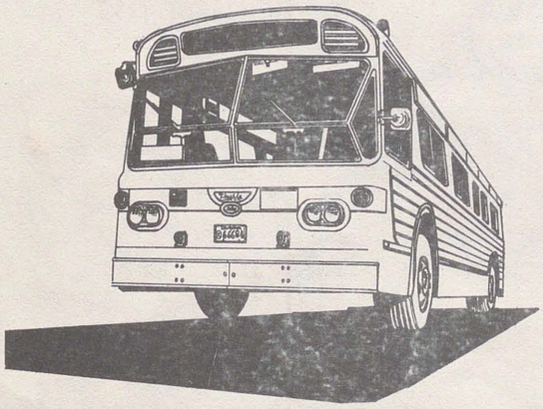
December 1966

San Francisco voters turned down a $96 million bond issue that would have financed the purchase of new equipment and equipment leasing arrangements were being discussed.

DESERT STAGE LINES filed application with the PUC to operate between Palm Springs, Desert Hot Springs, and 29 Palms.

SAN BERNADINO MUNICIPAL TRANSIT SYSTEM was expecting delivery of 15 new 35 seat Flxible buses during 1967.

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MEETING NOTICE

January Regular Meeting

Date: January 9, 1972
Time: 7:30PM Sunday
Place: 936 South Genessee Ave.
Los Angeles

Location: West side of Los Angeles 1/4 block north of Olympic Blvd., 3 blocks east of Fairfax Avenue.

Transportation SCRTD Lines 4 & 89

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Wilbur Sherwood

February Regular Meeting

Date: February 13, 1972

CALIFORNIA (GL-W Cont'd.)

trips were dropped and the 9:00AM express via Anaheim was combined with a similar trip via Santa Ana. The 11:00AM, 3:00PM and 7:00PM daily express via Long Beach trips in both directions were changed to operate Friday, Saturday and Sunday only. Four schedules daily in each direction are now serving Laguna Hills Leisure World (WT 10/71).

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: SCTC will soon file application with the PUC to discontinue both of its remaining routes, SANTA ANA-BALBOA and SANTA ANA-LAGUNA BEACH. George Cordier, SCTC MANAGER, stated the firm lost $48,000 in 1970 and $3,000 this past August despite a 20% fare increase last March. If the application is granted, SCTC will be a charter operator exclusively, it's other route, EL MODENA-SANTA ANA-HUNTINGTON BEACH, already having been discontinued. On October 1st, the last two round trips (Monday-Friday) on the SANTA ANA-LAGUNA BEACH route were dropped, the last trip now leaving Santa Ana at 3:00PM and Laguna Beach at 4:15PM. Saturday trips were reduced from five to three. The SANTA ANA-BALBOA route had all Sunday service eliminated and the Saturday schedule was trimmed from seven to five round trips. Buses leave Santa Ana at 7:30AM and every two hours until 3:30PM. Buses from Balboa leave at 8:30AM and every two hours until 4:30PM.

PINK BUS LINES (PBL)

LA HABRA: PBL ceased operating it's LA HABRA-HUNTINGTON BEACH route for the winter months effective September 17th. The firm is not operating as outlined in WT 9/71. It is expected that service will be operated during the Christmas vacation period however.

O-U TRANSIT LINES (OUTL)

ONTARIO: O-UTL operated it's one line, ONTARIO-UPLAND, for the last time on July 6th. At the close of business two TDH 3714's, fleet numbers 116 and 123, originally from SANTA MONICA MUNICIPAL BUS LINES, comprised the roster. OUTL took over from CORBETT TRANSIT LINES about 1968. Corbet began operations in the latter part of 1964, with two TDH3714's, after the ONTARIO MUNICIPAL TRANSIT SYSTEM closed it's doors.

ARROW CHARTER LINES (ACL)

HUNTINGTON PARK: ACL recently purchased four SCRTD TDH4801's and three have been assigned to the UCLA Campus Shuttle service. The fourth has been extensively rebuilt and available for charter. The bus, 1106, has had the center door removed and replaced by a single window along with a standee window. The floor level has been raised and 53 forward facing seats installed. The bus has been painted all white with three red targets painted on each side and one on the back. It is interesting to note that with all of the rebuilding involved, the SCRTD fare zone map, installed on the Thermo-Matic heating and ventilating system bulkhead over the driver's head, was left in place.

CALIFORNIA (Cont'd.)

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: Unexpected delays may cause the City of Santa Ana to ask SATC to remain in business another six months until the city can enter the bus business. At the present time the firm receives up to $11,300 monthly for operating costs including a flat management fee of $1200. A second report to be prepared for the city by Alan M. Voorhees and Associates of San Diego will detail the new routes, draw up specifications for nine air conditioned 45 seat buses and design the lease to be signed by the firm that will manage the bus line. The city subsidized privately operated service began on October 1st and was scheduled to end on February 29, 1972 when the city would take full control (WT 10/71, 11/71).

PALOMAR TRANSPORT (PT)

UPLAND: R.E. Harney dba PALOMAR TRANSPORT has applied for a Class B Charter Certificate and the Public Utilities Commission has scheduled hearings on the application for December 16th in San Bernadino. PT is presently a school bus operator in the Upland/Ontario area.

YOSEMITE TRANSPORTATION SYSTEM (YTS)

YOSEMITE PARK: On December 1 YTS discontinued it's one daily round trip on the FRESNO-YOSEMITE route for the winter. Hereafter this line will be seasonal - between May 1 and September 30 each year.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Bus fares have been raised from 25¢ to 30¢ for basic fares with all other rates remaining stable. This rate increase became effective on December 6, 1970. SBMTD transfers are issued free and a 5¢ charge is assessed when the transfer is used.

SAN CLEMENTE STAGE LINES (SCSL)

SAN CLEMENTE: In a speech before the local Chamber of Commerce, Gene Stracner, SCSL manager, stated that a local bus system is possible if it is subsidized. Bus service in the four community area of Dana Point, Capistrano Beach, San Juan Capistrano, and San Clemente should run hourly using two buses on the 30 mile trip. In order to make the system self supporting 565 daily patrons paying a 50 cent fare would be needed and this would unlikely happen. If a way is found to provide a subsidy two SCSL buses could be provided for this service.

STATE LEGISLATURE

SACRAMENTO: Both houses of the Legislature passed and Govenor Reagan signed a bill extending the five per cent sales tax to gasoline, heretofore exempt, to raise $129 million a year for public transportation. The new law decreases the state's share of sales tax on all taxable items from four per cent to 3.75 per cent and allows counties to increase the local share from 1 to 1.25 per cent. When county boards of supervisors take this action they must place the revenues from the .25 per cent in a special transportation fund. All counties with populations

CALIFORNIA (STATE LEGISLATURE Cont'd.)

over 500,000 except San Bernadino, which has special road building needs, are required to use this money exclusively for public transit systems. Smaller counties can spend the money for roads and streets also. Existing publicly owned transit properties will be required to file claims for the available money. SCRTD would receive $35 million or most of the $44 million expected to be raised in Los Angeles County. Estimates for other systems have not yet been announced.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The City's Public Utilities Commission will consider a recommendation for extending service on the 72 HAIGHT SUNSET line. The proposal calls for extending the line from its present Sunset Blvd.-Lake Merced Blvd. terminus to a new one at 20th Ave. and Buckingham Way in Stonestown. The service will provide transportation to several residential districts and a number of schools and colleges. The new route will follow Lake Merced Blvd., Winston, 19th Ave., and Buckingham Way and would return via Winston and Lake Merced Blvd. to the regular route. The Muni has recommended the new service on a 180 day experimental basis operating weekdays from 7:00AM to 9:30PM: Saturdays from 9:30AM to 6:30PM; and Sundays from 10:00AM to 6:30PM.

Line 77 BROTHERHOOD WAY has been reactivated again. The service started on Sunday, November 21st and operates on Sundays and Fridays only. The route begins at St. Francis Circle and follows Junipero Serra Blvd., Eucalyptus, 19th Avenue, and then travels through Park Merced and then East on Brotherhood Way to the terminal at Junipero Serra Blvd. The service was put in so that patrons could reach the various churches and organiztions on Brotherhood Way. Observations on the first day of service were that patronage was greater on this line compared to some of Muni's other innovations of late. Headways on Sundays are approximately every 35 minutes with three trips from each terminal being operated midday on Fridays.

T E X A S

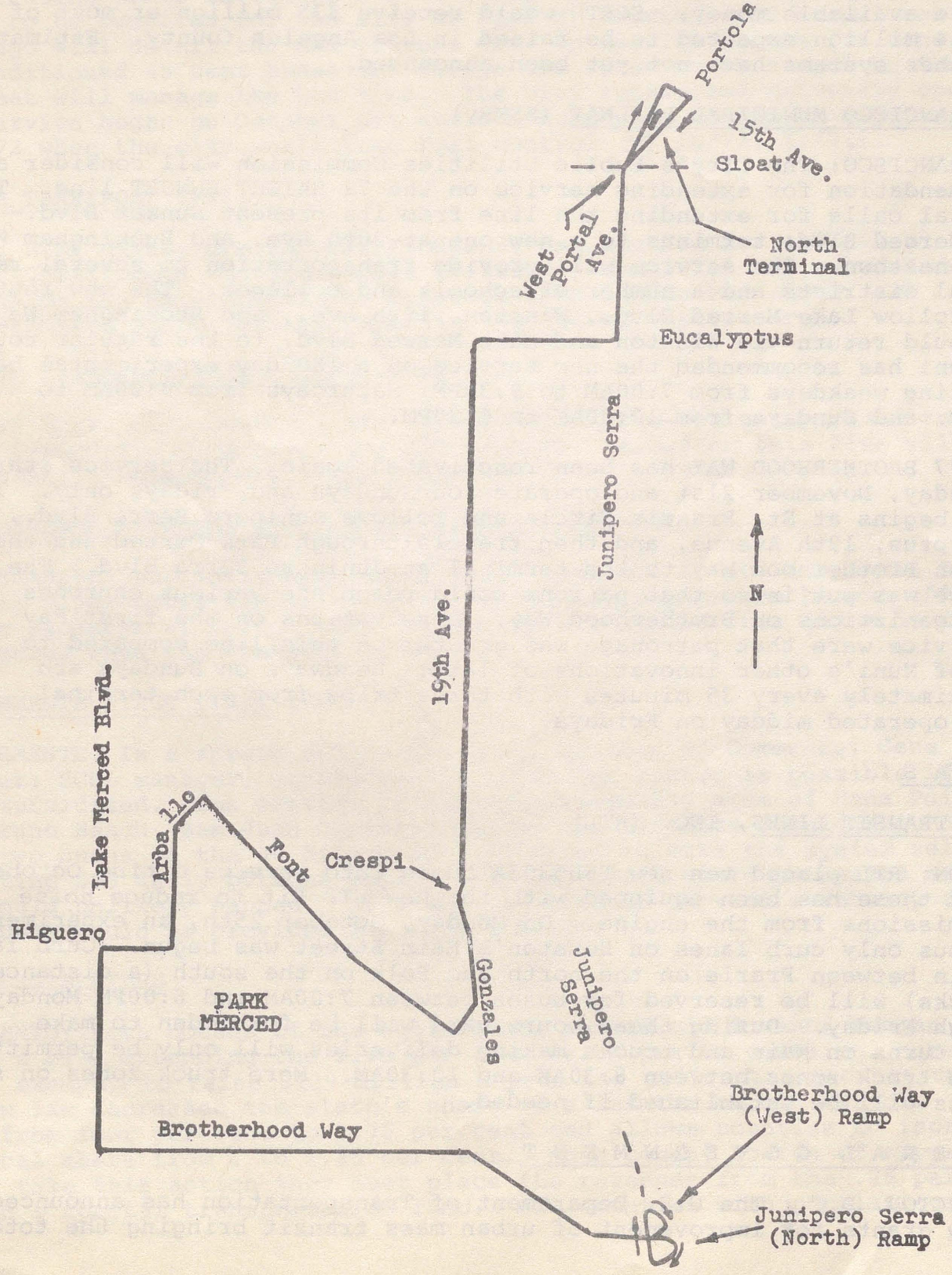
RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL placed ten new T6H5305A buses into service during October. One of these has been equipped with the new EIP Kit to reduce noise and emissions from the engine. On Monday, October 25th, an experiment with bus only curb lanes on Houston's Main Street was begun. Curb lanes on Main between Prarie on the north and Polk on the south (a distance of 8 blocks) will be reserved for buses between 7:00AM and 6:00PM Monday through Friday. During these hours cars will be forbidden to make right turns on Main and trucks making deliveries will only be permitted to use truck zones between 8:30AM and 10:30AM. More truck zones on side streets will be established if needed.

F E D E R A L G O V E R N M E N T

WASHINGTON, D.C.: The U.S. Department of Transportation has announced 16 new grants for improvement of urban mass transit bringing the total

NEW MUNI SERVICE
LINE NO. 77 — BROTHERHOOD WAY



FEDERAL GOVERNMENT (Cont'd.)

of such grants during November to nearly $23 million. Nine of the grants went to cities in the WT coverage area. Capital grants went to: 1) the City of Tucson, Arizona ($1,070,567) to cover half the cost of 29 new 45 seat buses, 5 more smaller buses, modernization of present buses and construction of a new maintenance and administration building; 2) Utah Transit Authority in Salt Lake City ($80,026) to purchase assets of SALT LAKE CITY LINES, six new buses already in service, and land for construction of a new office and maintenance facility and; 3) Amarillo, Texas ($173,109) to purchase eight new buses and fare boxes. Technical study grants were awarded to: 1) Puget Sound Governmental Conference, Seattle, ($447,000) to update a mass transit plan for the Puget Sound region and prepare a transit operating plan for King County; 2) to Tri County Metropolitan Transportation District, Portland ($66,000) for preliminary design plans and cost estimates for new shop facilities; 3) to Sacramento Regional Area Planning Commission ($33,333) to aid in a short range and long range transit plan for the 6 counties and 7 cities in the Sacramento area; 4) and to the City of Texarkana, Texas and Arkansas with emphasis on the transit needs of Model Cities residents. Demonstration projects funded by Urban Mass Transit Administration include; 1) $75,000 to the San-Jose Palo Alto Transit Authority of San Jose to plan a demonstration program for improvement of present bus systems making more service for auto oriented, low density Peninsula cities, and 2) $100,000 to the Regional Transportation District, Denver, to prepare for the possible demonstration of a "people mover" system yet to be selected.

N E V A D A

GRAY LINE SCENIC TOURS - RENO (GLSTR)

RENO: GLSTR represents the oldest bus company in the West dating back to the days when it was a part of the VIRGINIA AND TRUCKEE RAILROAD, a 52 mile track narrow gauge line which operated between Reno, Carson City, and Virginia City. The railroad made its last run from Carson City to Reno in 1950. Prior to this time, approximately 1946, the then existing highway passenger and mail express rights between Reno, Carson City, and Virginia City and extending as far south as Yerrington, Nevada, were purchased by Mr. James E. Wood. Mr. Wood operated the VIRGINIA AND TRUCKEE TRANSIT COMPANY in a regular route operation until about 1956. He then sold most of his regular route authorities. About this same time, Mr. Wood purchased a corporation known as NEVADA SCENIC TOURS and shortly thereafter affiliated with the Gray Line Sightseeing Companies, Associated, Inc. which had its headquarters in New York. In 1962 he made application to the ICC for special operations authority from certain San Francisco Bay Area points interstate to Reno and Lake Tahoe casino operations in the State of Nevada. After an approximate five year struggle with hearings, appeals and more appeals from other interstate carriers, Mr. Wood was finally successful in 1967 in obtaining interstate operating authority for special operations. At this time Mr. Wood then created the present operating name of CALIFORNIA -NEVADA GOLDEN TOURS.

NEVADA (GLSTR Cont'd.)

In the Reno/Lake Tahoe area the firm offers several varied services. As a Gray Line affiliate, they offer daily sightseeing tours throughout the Reno-Virginia City-Lake Tahoe area. They specialize in group tour activities, especially for conventions. In the Reno/Lake Tahoe area good transportation planning is essential to successful conventions. Of particular interest to conventions has been Ladies Day tours to Virginia City and Lake Tahoe packaged to include cocktails and lunch.

In addition to sightseeing operations, Gray Line is the exclusive bus carrier to and from the Reno International Airport operating the airport limosine service. Schedules meet all flight arrivals and departures. All major hotels are serviced on a scheduled basis and on-call pickup service is offered at all downtown area motels in the Reno.

Gray Line is also the exclusive limosine operator between the Reno International Airport and Lake Tahoe, offering four round trip schedules daily through September. They have passenger service counters at the Reno International Airport and the Sahara Tahoe Hotel, Stateline (South Shore) Lake Tahoe. The combined operations allow them to represent totally their customers transportation needs on an individual as well as group basis throughout the Reno/Lake Tahoe area.

Under the name CALIFORNIA NEVADA GOLDEN TOURS, daily schedules are run to Harolds Club in Reno, John Ascuagas Nugget in Sparks, and the Sahara Tahoe Hotel/Casino at Stateline. The above service is offered from San Francisco, San Carlos, Redwood City, Hayward, Concord, and Sacramento. Operations include plans for expansion of origin points throughout the Bay Area.

The company is now actively pursuing multiple day round trip and circle tours originating in San Francisco and packaged to include transportation, overnight accomodations, local sightseeing, and meals in and around the Reno/Lake Tahoe area.

Beginning November 1st GLSTR discontinued serving downtown Reno and the Lake Tahoe area to and from the Reno Airport on a regularly scheduled basis, but will serve the areas on an on-call basis for groups of 20 or more.

GLSTR intersts also operate the VIRGINIA-TRUCKEE TRANSIT COMPANY which operates school bus service in the Reno area and they have a fleet of trucks carrying U.S. Mail to parts of northern Nevada. These vehicles, in come cases, are numbered in between GLSTR and CNGT coaches, but for this survey only those buses will be listed.

NEVADA (GLSTR Cont'd.)

GRAY LINE SCENIC TOURS OF RENO
CALIFORNIA-NEVADA GOLDEN TOURS

Lettered & Painted	Number	Make	Model/Serial	Seats	Year	Notes
GL	37	YC	TG3606/021	-	1944	Ticket booth bus, now sold
GL	55	GM	TGH3101/267	26	1950	ex COCMBL 303 rear baggage
CN	67	Flx	Clipper/31054	29	1960	
GL	101	GM	PD4104/401	41	1953	ex NMT
CN	102	GM	PD4104/402	41	1953	ex NMT
CN	108	GM	PD4104/4448	39R	1960	ex SVBL 267
CN	109	GM	PD4104/4449	39R	1960	ex SVBL 268
GL	110	Flx	323-ED-D1-1/31163	29	1966	"Starliner" model
GL	111	Flx	323-ED-D1-1/31164	29	1966	"Starliner" model
CN	112	Ckr	A12W8M/7917-2245	12	1966	"Aerobus" model
CN	113	Ckr	A12W8M/7917-2246	12	1966	"Aerobus" model
CN	114	Ckr	A12W8M/7917-2247	12	1966	"Aerobus" model
GL	118	Flx	571-IE-F6-1/FX118	20	1966	"Flxette" model
GL	119	Flx	571-LE-F6-1/FX119	20	1966	"Flxette" model
CN	121	GM	PD4106/1501	38R	1962	ex SFeTC B114
CN	122	GM	PD4106/1505	38R	1962	ex SFeTC B118
GL	123	GM	TD3609/140	36	1946	ex STA 5609
GL	124	GM	TD3609/208	36	1946	ex STA 5619
CN	125	GM	TDH3301A/004	33	1969	ex Demo
CN	501	MCI	MC5A/57170U6557	39R	1967	
CN	502	MCI	MC5A/57171U6558	39R	1967	
CN	503	MCI	MC5A/57172U6560	39R	1967	
CN	504	MCI	MC5A/57173U6561	39R	1967	
CN	505	MCI	MC5A/57376U6750	39R	1968	
CN	506	MCI	MC5A/57377U6751	39R	1968	
CN	507	MCI	MC5A/57378U6752	39R	1968	
CN	508	MCI	MC5A/57379U6753	39R	1968	
CN	509	MCI	MC5A/57612U----	39R	1968	
CN	510	MCI	MC5A/57613U----	39R	1968	
CN	511	MCI	MC5A/57614U6839	39R	1968	
CN	512	MCI	MC7/S-----U7622	47R	1968	
CN	513	MCI	MC7/S-----U7623	47R	1968	
CN	514	MCI	MC7/S-----U7918	47R	1969	
CN	515	MCI	MC7/S-----U7919	47R	1969	
CN	516	MCI	MC7/S-----U7920	47R	1969	
CN	517	MCI	MC7/S10290U7921			

Abbreviations

U-unit no., S-serial nos.- Motor Coach Industries buses have both

COCMBL - City of Commerce Municipal Bus Line
NMT - New Mexico Transportation Company
STA - Sacramento Transit Authority
SFeTC - Santa Fe Transportation Company
SVBL - Sun Valley Bus Lines (Arizona)

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 or currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Peerless Stages System	286-287	GMC	PD4905/---	
Torrance Transit Sys.	350-353	GMC	T6H4521/-,367,368,-	
USED BUSES				
Watts Labor Comm. A.C.	40	GMC	TDH4801/032	ex SCRTD
Peerless Stages System	290	GMC	TDM5108/015	ex Falcon
Farmer & Helwig Transp	---	B&C	O1SE/6450	ex CWL
Associated Charter Bus	4545D	Crown	2A-743-11/-----	ex Y'stone
" " "	4546D	Crown	2A-743-11/35027	ex Y'stone
Drahos Transp. Inc.	---	GMC	PD4104/4521	correction
DISPOSITIONS				
Anaheim Jitney Systems	J14	Intl	M1500/---	to Westwrd Mtl
Associated Charter Bus	A4015G	Crown	A-779-11/---	to ACB parts
" " "	A4020G	Crown	A-779-11/---	for sale at Crown Coach
Sierra Lines	277	GMC	PD4103/304	for sale
	278	GMC	PD4103/1045	for sale
	279	GMC	PD4103/1247	for sale
	280	GMC	PD4103/978	for sale
	301	YC	TD4505/731	for sale
	302	GMC	TD4506/238	for sale
	470	Flx	VL100/10345	for sale