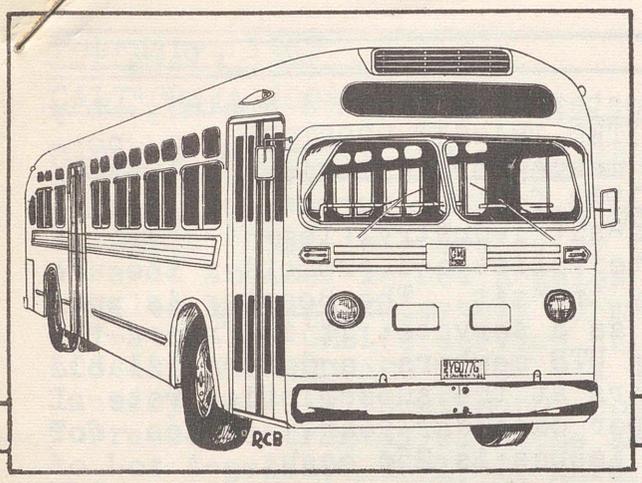


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 2 February, 1967 Ten Pages

C A L I F O R N I A

SAN DIEGO TRANSIT SYSTEM (SDTS)

SAN DIEGO: March 31st has been set as the deadline for the city's non-profit transit corporation to purchase the privately owned SDTS. Delay in acquiring the system was due to a taxpayer suit challenging the city's right to collect a transit tax and operate charter buses in competition with private firms. The WESTERN TRANSIT SYSTEMS owned SDTS ended 1966 operating 260.5 route miles (down 15.5 from 1965), carrying 500,000 fewer passengers than in 1965 on 216 buses.

GOLDEN WEST TRANSIT LINES (GWTL)

SANTA ANA: GWTL has taken over operation of the former EL TORRO TRANSIT LINES routes between the El Torro Marine Base and Santa Ana and between Garden Grove and Santa Ana. On February 6, the SANTA ANA-GARDEN GROVE route base service was eliminated between 10:45AM and 2:45PM. Also, service to Westminister was reduced to two trips a day instead of the two hourly service. An ex-SCRTD 6658-class GM TD-3609 (without benefit of a new fleet number) has been observed operating on GWTL routes.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo)

LONG BEACH: On January 30th, LBPTCo Line 1--PACIFIC COACH HIGHWAY was re-routed on the Studebaker Road branch to serve the new U. S. Navy Hospital at Carson St. & Pioneer Blvd., by traveling east on Carson from Studebaker Road instead of continuing north on Studebaker to Paula St. Line 10--CARSON ST. was extended southward from its former terminus at Studebaker & Paula to Los Coyotes Diagonal & Carson, connecting with Line 1. Service to the hospital is operated every 40 minutes on weekdays and hourly on weekends, with no service provided after approximately 7:00PM.

Coach No. 4596 (a GMC TDH-4509), the 1966 "Candy Cane" Christmas bus, has been given a special paint job to help promote the Long Beach Heart Association fund raising campaign. It is painted a basic all-white, with red hearts.

LAGUNA LIMOUSINE SERVICE (LLS)

LAGUNA BEACH: On February 7th, a hearing was held by the Public Utilities Commission on LLS's application to expand operations to provide service to San Juan Capistrano, Capistrano Beach, San Clemente, Dana Point, Corona Del Mar, Newporter Inn Heliport and the Orange County Airport, operating two round trips daily. The application was protested by: 'WESTERN GREYHOUND

CLUB NEWS

MEETING NOTICE

The March regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday evening, March 12, 1967. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Avenue in the Crown Hill section of Los Angeles. To reach the meeting by public transportation, board a SCRTD Line 4--MELROSE AVENUE coach northbound on Hill St. in downtown L.A. (or elsewhere at your convenience) ride to 3rd & Lucas, disembark and walk one block north. The building in which the meeting will be held is located on the northwest corner of Mirimar & Lucas.

NEW RATE STRUCTURE

By motion approved at the February regular UTB motion, dues and subscription rates have been increased by $1.00 each. Reason for the increase, which will apply starting with the 1968 calendar year to all members and subscribers, and for those 1967 members and subscribers who have not paid by April 1st, was the fact (brought to light by presentation of the 1966 financial statements) that the 1966 issues of The Booster had cost UTB $2.05 per member/subscriber, while there was only revenue of (for publication use) only $2.00 per member/subscriber. With anticipated increased costs of publication expense it was deemed prudent to adopt an increased rate structure, so that the organization could remain solvent.

CALIFORNIA--LLS (CONTINUED)

LINES, ATCHISON, TOPEKA & SANTA FE RAILWAY, AIRPORT COACH SERVICE, SOUTH COAST TRANSIT CORP., SANTA ANA TRANSIT CORP. (Robert Higginbotham)

AIRPORT COACH SERVICE (ACS)

SANTA ANA: On December 8th, ACS began service, on an "on call" basis, to the El Torro Marine Air Station as part of its L.A. AIRPORT-SANTA ANA-NEWPORT BEACH route.

INGLEWOOD CITY LINES (ICL)

INGLEWOOD: On January 3rd, Line 1--INGLEWOOD AVENUE weekday base service was reduced from 20 minutely to to 40 minutely, and Line 3--L.A. AIRPORT-INGLEWOOD-CRENSHAW & IMPERIAL service was changed to operate 35 minutely throughout the day (using two buses) instead of 25 minutely rush hour service (using 3 buses) and 40 minutely base service (using 2 buses).

ICL's most recent equipment equipment acquisition was an ex-San Diego 4509 which has been completely repainted.

The Booster is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, extablished in 1963 for the purpose of backing the transit industry, learning of its characteristics and promoting the use of city transit. The Booster is published as a service; it is free to paid-up UTB members, and is available to others at the subscription rate of $3.00 per calendar year. Price for single issues is 25¢ each.

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Equipment Preservation Class. $6.00

Both are on a calendar year basis.

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CALIFORNIA (CONTINUED)

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: The February installment of our new "Roster of the Month" feature is GMBL. GMBL is operated by the City of Gardena as a public utility. Gardena is located in Los Angeles County, immediately south of the City of Los Angeles and approximately 17 miles from the latter's Civic Center. The origination of GMBL's service dates back to the PACIFIC ELECTRIC RAILWAY's LOS ANGELES-REDONDO BEACH VIA GARDENA Line, which was abandoned by PERy in January, 1940 without motor coach replacement. Both Gardena and neighboring Torrance contracted with the ASBURY RAPID TRANSIT SYSTEM for bus service into Los Angeles. In 1941, ARTS ceased the operation of the LA-Gardena route; GMBL was thus formed. The city of Gardena is unique, as it is the only area in L.A. County in which any form of gambling (draw poker) is legal. The roster given below includes only that equipment presently owned:

Coach Number	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
30	G. M. Coach	TDH-3612/998	36	1951	
31	G. M. Coach	TDH-3612/1459	36	1951	
32	G. M. Coach	TDH-3612/1617	36	1952	
33	G. M. Coach	TDH-3612/1716	36	1952	
34	G. M. Coach	TDH-4512/303	45	1953	
35	G. M. Coach	TDH-4512/656	45	1954	
36	G. M. Coach	TDH-4512/892	45	1955	
37	G. M. Coach	TDH-4512/1019	45	1955	
38	G. M. Coach	TDH-4512/2085	45	1957	
39	G. M. Coach	TDH-4512/2420	45	1957	
40	G. M. Coach	TDH-4512/2797	45	1958	
41	G. M. Coach	TDH-4517/037	45	1960	
42	G. M. Coach	TDH-4517/709	45	1962	
43	G. M. Coach	TDH-4519/905	45	1965	
50	G. M. Coach	TGH-3101/186	31	1950	
51	G. M. Coach	TGH-3102/554	31	1956	
52	G. M. Coach	TGH-3102/555	31	1956	
53	G. M. Coach	TGH-3102/575	31	1956	
54	G. M. Coach	TGH-3102/576	31	1956	
60	Yellow Coach	TD-4505/108	45	1941	Ex LAMTA 2505
61	Yellow Coach	TD-4505/125	45	1941	Ex LAMTA 2522
62	Yellow Coach	TD-4502/039	45	1940	Ex LAMTA 6033
63	Yellow Coach	TD-4502/046	45	1940	Ex LAMTA 6044
64	G. M. Coach	TD-4506/821	45	1946	Ex LAMTA 6365
70	Yellow Coach	PG-3701/037	41	1940	Ex LAMTA 1686, deiselized
71	Yellow Coach	PG-3701/040	41	1940	Ex LAMTA 1689, deiselized
72	Yellow Coach	PG-3701/041	41	1940	Ex LAMTA 1690, deiselized
73	Yellow Coach	PG-3701/042	41	1940	Ex LAMTA 1691, deiselized
80	G. M. Coach	PD-4106/743	41	1962	

LAMTA - Los Angeles Metropolitan Transit Authority

All coaches were purchased new unless otherwise noted.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Friday, February 17th was "Dollar Day" in downtown San Bernardino; the Downtown San Bernardino Merchants Association chartered all SBMTS buses between 9:00 and 11:00AM, providing free rides to all patrons.

CALIFORNIA (CONTINUED)

PASADENA CITY LINES (PCL)

PASADENA: Buses 8513 and 8514, the remaining TDH-4517's and 8648, a TDH-3610, have now been repainted in the new "canary yellow" and white paint scheme. (Keith Lloyd)

L. A. BUS LINE (LABL)

EAST LOS ANGELES: An application by OCTAVIO MARTINEZ to provide bus service between East Los Angeles and San Ysidro (the border town south of San Diego) was rejected recently by the State Public Utilities Commission. The commission held that that similar service is already being provided by AMERICAN BUSLINES, WESTERN GREYHOUND LINES and the ATCHISON, TOPEKA & SANTA FE RAILWAY.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

The annual "system shakeup" will take effect Sunday, March 13th. This is the one time each year that operators are enabled to exercise their seniority for the choice of runs on a system-wide basis, bidding at other times being only within each Division. Unlike most years, no significant route or operating changes are involved this time.

Line 100-CENTURY BLVD. promotional efforts have been expanded. This is the first line (and only one so far) to have been established under the state's Transportation-Employment demonstration project, financed by a HUD grant. A new two-color time-table was issued, effective January 1st. This includes a map showing all intersecting lines, including those of independent carriers. In an attempt to familiarize additional on-line residents with the service, free rides were given on a recent Saturday.

TRANSIT CASUALITY, long a tenant of the RTD Building, has moved its Los Angeles office. This was necessary in order to free TC's former quarters for use by the engineering firms (Kaiser and Daniel Mann, Johnson & Mendenhall) working on the District's projects.

Bids will be taken and contracts awarded soon for the 100 large and 50 small buses included in this year's capital budget. Bids will also be taken for the 50 additional buses included in SCRTD's subsidy proposal. Meanwhile RTD Director, NORMAN TOPPING has requested a study of the possible use of Minibuses in the District's operations.

The league of Women Voters of Los Angeles County has announced its support of mass transit, following an extensive study of the subject. They support the RTD's request for a subsidy for its bus operations as well as the use of public money to pay for the construction and (if necessary) operation of rapid transit facilities.

RTD service between Long Beach and Los Alomitos Race Track has been discontinued, effective with the start of the next meet. This service was established in 1965 when the existing operator was strikebound. The competing service resumed in 1966, and the traffic proved insufficient to support both. Continued RTD service at the revenue levels experienced in the fall of 1966 would have produced an out-of-pocket loss of $12 a day.

The District has sold its last five street cars. These were the two PCC streetcars (Nos. 3001 and 3100) and three work cars (Nos. 9225, 9310 and 9550) which had been on lease to the ORANGE EMPIRE TROLLEY MUSEUM, and which now become the property of the Museum. Although the sale price is less than the cars' total scrap value, the difference represents the expense that RTD would incur for moving the cars if they were to be disposed of otherwise.

CALIFORNIA--SCRTD (CONTINUED)

"Semi-Swifty" 5999 is regularly assigned to Bus Run 2 (an "Owl" run) on Line 95--VERNON-VERMONT in order to maximize its use. Special records are kept of its performance. (Ed. Note: This 1963 Flxible F2D6V-401-1 coach had been built with a GM 6V-71 deisel engine, but had been converted by RTD so as to be powered with a Cummins V-8 deisel engine, making the bus similar to the 6000-6099 series "Swifty" buses.)

Recent months have seen several instances of two previously separate public time-tables for different parts of the same line or for different lines serving the same area, being combined into a single folder. Among the combinations noted thus fare are: Lines 2-3, 4 (Melrose and Olympic), 8-12, 18-41, 21-89, 28-29, 50 (Florence and Soto), and 55-59.

In connection with its recent subsidy proposal, RTD released a map identifying those lines in Los Angeles County which were operating at a deficit. Included were: Lines 10, 11, 13, 14, 15, 16, 17, 19, 20, 22, 30, 34, 38, 43, 46, 55, 62, 64, 65, 66, 69, 73, 74, 76, 78, 79, 80, 81, 86, 90, 96, 101, 102, 103, 104, 111, 112, 113, 114, 115, 116, 117, and 118. (Lazear Israel)

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: Gray Line has made two additions to its Southern California tour network--a Hollywood & Movie Studio tour covering Hollywood and Universal Studio, and a One Day San Diego tour. The prices of many of the tours have been increased to cover the cost of admission to many of the points of interest.

SANTA CRUZ TRANSIT CO. (SCTCo).

SANTA CRUZ: SCTCo, operating in the cities of Santa Cruz and Capitola in the Monterey Bay Area, is presently operating under a $1,000 a month subsidy, which is provided by the City of Santa Cruz (55%), the County of Santa Cruz (35%) and the City of Capitola (10%); the subsidy was inaugurated last August.

A special committee studied ways of solving the area's transportation problems. Their report concluded that the local transit service cannot continue without a tax subsidy whether it is publicly or privately owned. The committee suggested the formation of a transit district which could either buy out the present company and operate the service themselves, or hire a private operator to do it. Another possibility would be for the district to buy new equipment under a federal aid demonstration program to improve local service; the equipment could then be leased to a private operator. (Eli Bail)

MOUNTAIN VIEW: A municipal bus system has been proposed for the city of Mountain View, located north of San Jose in the San Francisco Bay Area. Under this plan, six buses would operate on four routes as follows: (1) from downtown to San Antonio Shopping Center; (2) from downtown along Moffett Blvd. to the northeast area; (3) from downtown to the northwest sector and Mayfield Mall Shopping Center; and (4) from downtown to the areas south of El Camino Real. Fares would be 25¢, with an estimated average of one thousand daily patrons; even so, a $13,680 subsidy would be required. Method of operation has not been determined, however, possibilities include operating the system as a public utility, contracting with a private transportation firm, or owning equipment and leasing it to private management. (Eli Bail)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: On February 1st, folders 1-13 were reissued in brown ink, covering extensive schedule changes that became effective that date. Among

CALIFORNIA--WGL (CONTINUED)

the more important changes was the reduction of the former hourly service to a two-hourly service on the SAN FRANCISCO-SAN JOSE NON-STOP route, and headways of 90 minutes on the SAN FRANCISCO-SACRAMENTO NON-STOP and LOS ANGELES-LONG BEACH-SAN DIEGO LOCAL routes, both of which previously had 60 minute headways. The one round trip daily between Bakersfield and Indio via San Bernardino, established last October, was discontinued. The 7:45PM San Francisco to Los Angeles Valley Express and the 12:15AM Los Angeles to San Francisco Valley Express were both discontinued. There were other schedule changes throughout the system, but are too numerous to mention.

On January 28th, WGL raised intrastate fares in California an average of 7%, while maintaining a minimum 30¢ fare.

On February 1st, due to the increase in military and weekend traffic, three additional schedules originate in Long Beach, running local to San Diego, were added on Friday and Sunday. On February 10th, two local schedules from Los Angeles to San Diego operating on Sunday only were included to operate on Friday nights also. On February 15th, Schedule 1428 from Los Angeles to San Francisco via Coast Route was adjusted to originate in San Bernardino at 10:30AM as Schedule 4677.

WGL coach No. 9500 (GMC TDM-4801/051) regularly assigned to SFBACR service, has now joined its sisters 9450-9454 (TDM-4801/001-005) operating on the LONG BEACH-SANTA MONICA LOCAL Line. The bus has been freshly painted, complete with "GREYHOUND LINES" in block lettering on the side. And speaking of WGL buses, several months ago, we reported a rumor to the effect that WGL was to have gotten some new G. M. Coach model PD-4107 coaches, to have been numbered in the 7900 series. In a recent issue of Motor Coach Age, which is published by the Motor Bus Society, we noted we noted the following listing of original numbers to have been assigned to a portion of THE GREYHOUND CORPORATION's 1966 order of 4107's: PD-4107/427-488 as WGL 7900-7961. Of this group, 35 went instead to Eastern, 15 to Central and 12 to Southern.

CANNERY AND GHIRADELLI SQUARE OMNIBUS COMPANY (C&GSOCo)

SAN FRANCISCO: Perhaps the newest of operations in Northern California is the CANNERY AND GHIRADELLI SQUARE OMNIBUS COMPANY. Using an old Yellow Coach, double decker, with open top, all rebuilt mechanically, but retaining the exterior. The service operates for 25¢ round-trip between Fisherman's Wharf and the Ghiradelli Square. The bus came from New York City (FIFTH AVENUE COACH COMPANY No. 1212, Yellow Coach AZ-602/127 built in 1930) via one of the Hollywood movie studios and Mr. William S. Billings of EASTSHORE LINES.

COUNTY TRANSIT SYSTEM (CTS)

CONCORD: CTS has received three new GM model TDH-3501's for service between Concord and Walnut Creek (in Contra Costa County). CTS was awarded a PUC certificate to operate two routes between the two cities plus two local routes in Concord as well as a route from Danville through Walnut Creek, Pleasant Hill into Martinez and the large Veteran's Hospital. The services are designed to operate into each of the three BARTD rapid transit stations in the area. Discussions are afoot for the CTS to operate service between Walnut Creek and Leisure World, now being operated on a PUC certificate by Leisure World (a retirement center), which operates a Ford conventional type bus.

Mr. GENE BOSWELL is President of CTS, and has been the operator of the OGDEN (Utah) BUS LINES for over ten years. Mr. Boswell has been shopping for one

CALIFORNIA--CTS (CONTINUED)

or two used buses suitable for charter services and stand-by service. The three 3501's are without rear doors, and are numbered 101, 102 and 103. (See also equipment acquisition list on Page 10).

OAKLAND INTERNATIONAL AIRPORT LIMOUSINE SERVICE, INC. (OIALSI)

OAKLAND: OIALSI's certificate for operation between San Francisco-Oakland and the Oakland International Airport has been sold to AIRPORTRANSIT of Los Angeles. The request for the transferrence of the certificate was approved by the PUC on January 17th (decision No. 71840). APT operates several routes from the Los Angeles International Airport to downtown, Hollywood, Wilshire, San Fernando Valley, San Gabriel and San Bernardino valley points.

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: The city council is negotiating with MMBS towards the city assisting the private company through equipment purchase or the like. The Modesto Motor Bus Service is operating Ford Transits--some of the few such buses still in operation.

TIGER CHARTER LINES (TCL)

ANTIOCH: TCL, being operated by CHARLES PALMER, has been operating for several years between Antioch and gambling casinos at the south end of Lake Tahoe, in the City of South Lake Tahoe. This operation was without the benefit of a PUC certificate, although TCL did hold a Charter-Party Permit--but this permit does not allow regular route operation as this has been. Finally, the State PUC issued a cease and desist order. Tiger is now without the TCP (charter permit) authority, and is now appealing (although it applied for another TCP state-wide on January 18th). TCL has been operating GM PD-4103's and 3751's.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: The STA has placed in service one new GM SDM-4502 (127). It replaces--to a certain degree--the 4103 sold recently by STA. The SDM is able to operate in semi-city service and is used everyday on the suburban "B" line leaving Terminal Way & 11th St. at about 2:50PM. It is numbered 203.

AMADOR STAGE LINES (ASL)

SACRAMENTO: ASL (now owned by the ALLEN TRANSPORTATION CO.) has purchased two used buses from YOSEMITE TRANSPORTATION SYSTEM. They are twenty-five passenger Ward buses with GM (gas) engines in the rear. The seats are American Seating recliners of the best type and each bus is equipped with a Public Address system and airconditioning. They will replace the small Chevrolet Greenbriar buses currently being used. The Allen shop is now repainting the buses and generally preparing them for Amador service. (For details, see equipment list on Page 10.)

CHICO-PARADISE STAGE LINE (C-PSL)

CHICO: On January 24th (Decision No. 71884) the Public Utilities Commission approved the transfer (and thus the sale) of the certificate of C-PSL to CHICO TRANSIT LINES (CTL). The same decision denied CTL's application for permission to extend service to Oroville as well as sight-seeing service to Oroville Dam, and approved VILLA SIGHTSEEING's application for a sight-seeing certificate between Chico and Paradise.

CALIFORNIA (CONTINUED)

EUREKA-REDDING STAGES (E-RS)

REDDING: Effective December 1st, schedules were changed to provide one round trip on Monday, Wednesday and Friday. Previously, schedules were operated from Redding on Monday, Wednesday and Friday, returning from Eureka on Tuesday, Thursday and Saturday. (Eureka and Redding are located in the northern end of the state.)

ALAMO BUS LINES (ABL)

BLYTH: This new operation (ABL) in the southern desert area, operates one round trip daily leaving Yuma at 10:30AM, traveling through Blythe enroute to Parker. The return trip leaves Parker at 3:45PM. This area was served by BLYTHE-PARKER STAGES several years ago.

A R I Z O N A

VALLEY TRANSIT LINES (VTL)

PHOENIX: The AMERICAN TRANSIT CORP. of St. Louis, Mo. has purchased the 109 bus VTL from L. A. TANNER for $935,000. Mr. Tanner will retain control of SUN VALLEY BUS LINE and TANNER GRAY LINE operations, as at present.

N E V A D A

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LV-T-R)

On October 30th, four round trips daily were being operated between Reno and Carson City. Previously, four trips (destined to points south of Carson City) served this area.

U T A H

SALT LAKE CITY: A bill has been introduced in the Utah House of Representatives, asking that urban transit systems be exempted from motor fuel taxes. The proposal was aimed at assisting SALT LAKE CITY LINES, which announced it might be forced to discontinue service in the near future because of declining revenue. The proposal has the backing of the merchants in downtown Salt Lake City. OGDEN BUS LINES and COOK TRANSPORTATION COMPANY (in Logan) would also benefit from the plan.

O R E G O N

ROSE CITY TRANSIT CO. (RCTCo)

PORTLAND: Right of service relief to four suburban bus lines has been denied by Portland Circuit Judge, Virgil Langtry.

The plaintiffs, PORTLAND STAGES, INC., TUALATIN VALLEY BUSES, INC., INTER-CITY BUSES, INC., and ESTACADA-MOLALLA STAGES, INC. had sought to enjoin RCTCo from operating routes in four areas of southwest and southeast Portland. The plaintiffs sought to have the court void ordinances passed by the Portland City Council extending RCTCo's franchise into a corridor three miles outside of the city limits. Although the court realized that "the city's action has been and will be detrimental and damaging to the four systems, the exercise of reasonable legislative discretion (in allowing the franchise extensions) cannot be questioned by the courts".

OREGON (CONTINUED)

SALEM: The City Council has approved the purchase of 17 new automatic fare-boxes, which (in addition to counting coins) will record times and location of boarding passengers. The boxes will be used on the new Salem Municipal bus system, which only recently took delivery on 17 new GMC TDH-3501's.

W A S H I N G T O N

OLYMPIA: A bill has been introduced in the Washington State Senate which would make permanent the act which allows fuel oil tax refunds to urban transit systems--and METROPOLITAN TRANSIT CORP. (of Seattle) in particular.

YAKIMA CITY LINES (YCL)

YAKIMA: YCL, a joint venture of the City of Yakima and NATIONAL CITY MANAGEMENT CO., realized a profit of $13,575 from the first three months of subsidized transit service. An estimated 106,744 persons rode the buses in the three month period. The city collects fare box and other revenues, and pays to NCMCo the monthly operating costs and a monthly $500 management fee.

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS began a new service on September 6th on a new route, Line 48--TWENTY-THIRD AVENUE, the route being from So. Hanford St. & Empire Way South, north on Ranier Ave. So., 23rd Ave. Ea., Madison, 24th Ave. Ea., Montlake Blvd. Ea., N.E. Pacific St., E. Montlake Pl., University Way, N.E., N.E. 45th St. (north end of line ajacent to the University of Washington campus). Schedules are as follows: weekday, 6:15, 6:38, 7:00 and every 20 minutes to 9:07AM, then every 20 minutes until 6:40PM, and every 30 minutes until 12:12 AM, then 12:40AM and 1:03AM (southbound from 45th & Brooklyn Ave). Saturday service is approximately the same; Sunday--30 minute service 6:13AM to 1:03 AM.

I D A H O

SUN VALLEY STAGES (SVS)

TWIN FALLS: SVS, running between Twin Falls and Sun Valley, also serving the Twin Falls Airport on call, reduced service from three round trips to two in January. The line connects with both WESTERN GREYHOUND LINES and UNION PACIFIC RAILROAD and provides service to the famous Sun Valley ski resort.

C O L O R A D O

PUEBLO TRANSIT CO. (PTCo)

PUEBLO: In 1966 the City of Pueblo purchased PTCo; the bus line is now under municipal operation. The city had been subsidizing the company since 1958; the purchase was made with federal assistance. Last summer, reporter Warren Quon obtained the following roster of PTCo.

62-63	G.M. Coach	TDH-5105/2880, 2883	51	1957	Ex-Denver T.C. 982, 985
64-65	G.M. Coach	TGH-3101/214, 213	--	----	No center door
68-69	G.M. Coach	TGH-3102/1268-1269	31	----	
73	G.M. Coach	TGH-3102/1273	31	----	
74-77	G.M. Coach	TGH-3102/1589-1592	31	----	
78-86	G.M. Coach	TDH-3501/456-464	35	----	
101, 104	G.M. Coach	PD-4103/???, 246	41		Ex-Greyhound
135, 137	White	788/308199, 308201	40	----	
139-140	White	788/308203-308204	40	----	

E Q U I P M E N T R E P O R T

Below is listed the acquisition of equipment that has come to our attention since our last report (completeness is not to be inferred).

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
American Buslines	6973-6978	Bus & Car	Sil. Eg./7095-7100	Add'l. info.
Continental Western Lines	4754-4756	Bus & Car	Sil. Eg. /7076-7078	
	4757-4760	Bus & Car	Sil. Eg. /????	
Achors Gray Line * (Kauai, Hawaii)	9-11	Flxible	471DD-D41/75021-75023	45 seats, airconditioned
Sacramento Transit Authority	203	G.M.C.	SDM-4502/127	Airconditioned del'd in 1966
County Transit System	101-103	G.M.C.	TDH-3501/776-778	One door
USED BUSES				
Golden West Transit Lines	FLC 1037	Yellow	TD-4502/053	Ex-San Louis Rey Packing Co. (Calif.)
	1356	ACF-Brill	C-44/351	Ex-Lincoln Limo. Serv.
	218	Crown	DE150-11/32224	Ex-Nutter Transp, Sandoval, N. M.
	226	Crown	DE150-11/?????	
	---	Southern	836M/3310	
Forrest Lawn Memorial Park--Glendale	N-144	G.M.C.	TGH-3102/????	Ex-Vegas Transit Lines (Nev.)
Knickerbocker Transportation	216	G.M.C.	PD-4104/347	Ex-Gray Line of San Francisco 216
California Sightseeing Tours	118	G.M.C.	PD-4104/???	Ex-???
Santa Ana Transit Corp.	2075-2076	G.M.C.	TDH-4509/747-748	Ex-Santa Ana Bus Service 974-975
Associated Charter Bus Co.	6	G.M.C.	TDH-4509/1328	Ex-San Diego Transit Sys. 990
Amador Stage Line	709-710	Ward/ G.M.C.	SPA-5009/8187-8188	Ex-Yosemite Transp. System 67-68

* Information provided by Mr. C. V. WHITHORNE, regional sales manager for The Flxible Co.

WATCH FOR THE 1967 SCRTD SURVEY--TO BE OUT SOON IN SPECIAL SUPPLEMENTAL FORM