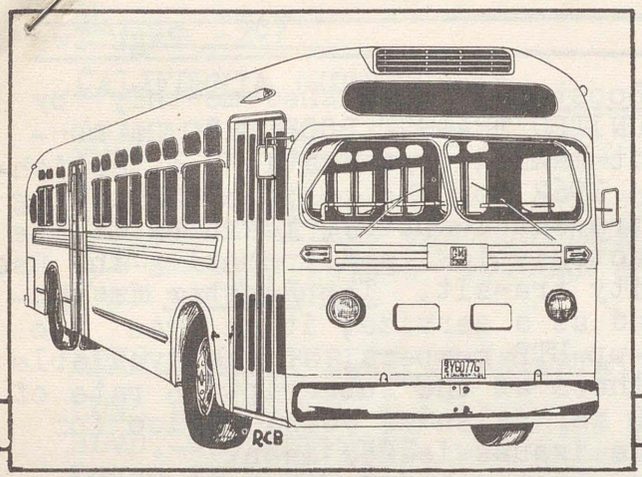


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

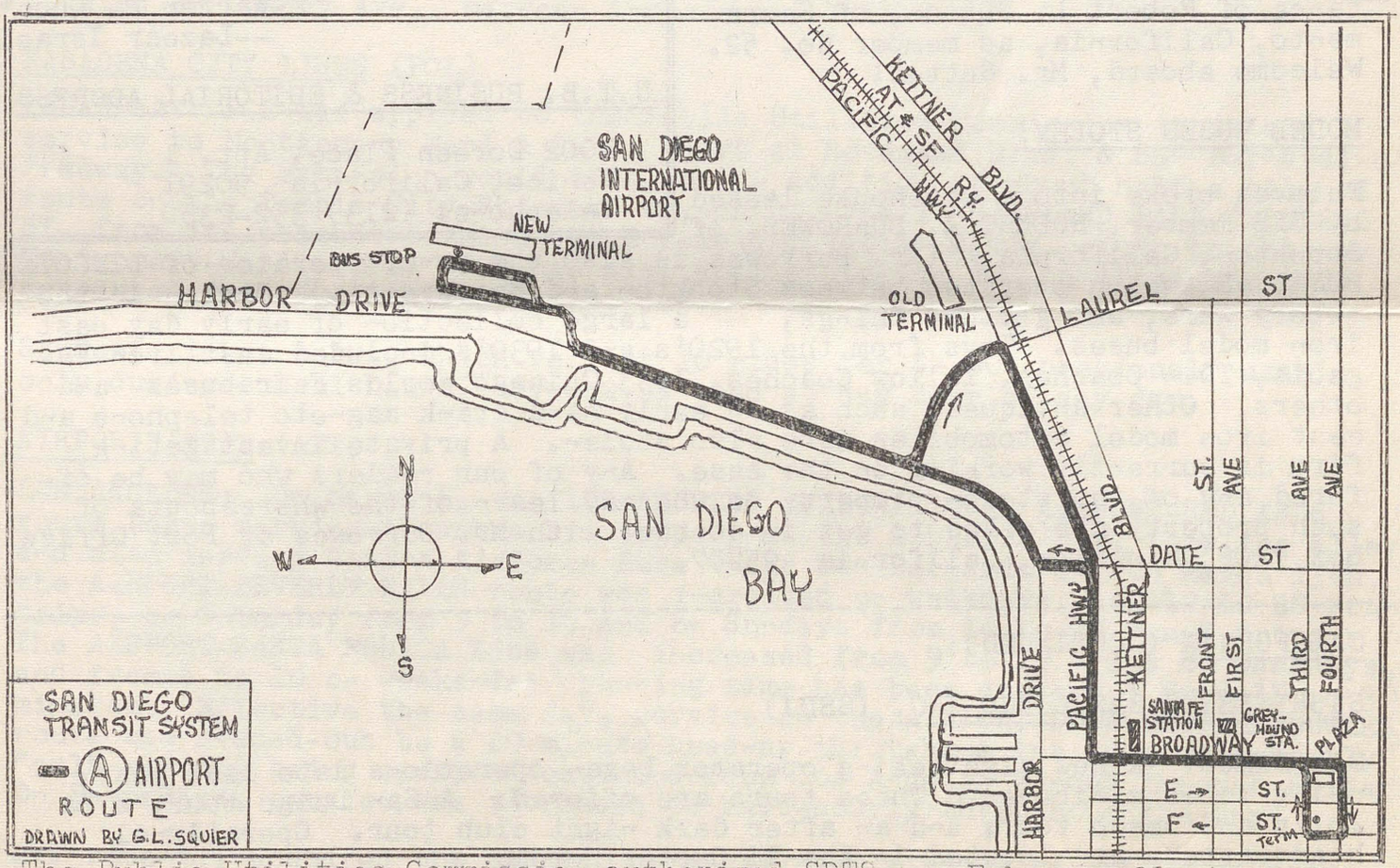
Vol. 5, No. 3 March, 1967 Fourteen Pages

C A L I F O R N I A

SAN DIEGO TRANSIT SYSTEM (SDTS)

SAN DIEGO: On February 12th, Line 12--BAYVIEW HILLS-NATIONAL CITY base service was reduced from hourly to 75 minutely; rush hour service remains at hourly headways.

During the month, a new route, Line A--AIRPORT commenced operation between the Plaza and the new San Diego International Airport on Har bor Drive. A twenty minute schedule (headways) is provided between 5:45AM and midnight Monday through Saturday, with service extended to 1:00AM on Sundays. Two GMC TDH-4512's are used to provide this service, Nos. 878 and 880.



The Public Utilities Commission authorized SDTS, on February 21, to combine route "L" and a part of route "V" into a new route "L".

CLUB NEWS

MEETING NOTICE

The April regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday evening, April 9, 1967. It will be convened at 8:00PM in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 S. Lucas Avenue in the Crown Hill section of Los Angeles. To reach the meeting by public transportation, board a SCRTD Line 4--MELROSE AVE. coach northbound on Hill St. in downtown Los Angeles (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 MEMBER

We are pleased to announce the acceptance of Robert L. Sutton, of Sacramento, California, as member No. 52. Welcome aboard, Mr. Sutton!

MODEL BUSES STOLEN!

Thieves broke into a warehouse leased by UTB member, ROBERT A. BURROWES, of Stockton, California. (Mr. Burrowes is also the owner-operator of LINCOLN BUS LINE, which operates between Stockton and Sacramento.) Stolen in the robery were, among other things, a large collection of early day cast iron model buses. Toys from the 1920's and 1930's included cast iron Fageols, Twin Coaches, Yellow Coaches, 1933 Chicago Worlds Fair buses and others. Other antiques, such as an early hand crank magneto telephone and cast iron model automobiles were also stolen. A private investigating firm is currently working on the case. Any of our readers who may be offered any of the stolen property or who may learn of the whereabouts of such property are asked to get in contact with Mr. Burrowes at Post Office Box 7202, Stockton, California 95207.

The Booster is published monthly by the UNITED TRANSIT BOOSTERS, a non-profit making organization, established 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.

UTB membership dues are:

Regular. $4.00
Equipment Preservation Class $6.00

Both are on a calendar year basis.

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CALIFORNIA (CONTINUED):

SIGHTSEEING SAN DIEGO INC. (SSDI)

SAN DIEGO: A new sightseeing operator began operations late last year, using three minibuses. Three tours are offered: A San Deigo tour; a La Jolla and beach tour; and an after dark night club tour. Operational headquarters are located in the El Cortez Hotel.

CALIFORNIA (CONTINUED)

ANAHEIM JITNEY SYSTEMS, INC. (AJSI)

ANAHEIM: During the month Line 1--DISNEYLAND-MOTELS-BUENA PARK SHOPPING CENTER-MOVIELAND WAX MUSEUM-KNOTTS BERRY FARM received a standardized schedule--hourly between 10:00AM and 6:00PM, the last trip leaving Knotts Berry Farm at 5:40PM.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: On March 5th, a portion of Line 9--EAST SEVENTH-BELLFLOWER BLVD.-WOODRUFF AVE. was extended east of California State College at Long Beach to a new residential subdivision called College Park Estates, near 7th & Silvera. Ser vice consists of seven trips, two in the morning, three in the early afternoon and two afternoon peak hour trips. Mainline "9" service was reduced from 12/24/60 (mainline/first branch/second branch) to 15/30/60 on weekdays, and from 15/30/60 to 20/60 on Saturdays. Hourly Saturday service is now provided to CSCLB for the first time.

Line 11--BORADWAY-LAKEWOOD BLVD.-CLARK AVENUE rush hour service has been reduced from 12 to 15 minutely on the main line; Saturday base service has been reduced from 15 to 20 minutely. Night service has been extended to Lakewood Shopping Center and to Lakewood Blvd. & Ashworth St. from the Long Beach city limits. Due to the reduction in headways, the 51 seat GMC TDH-5303's have reappeared on Saturdays. Previously only 45 seaters were used.

LBPTCo has applied for a $2.5 million federal grant to be used for construction of a new garage on property adjacent to the present maintenance facility located on Cherry Ave., between Anaheim and 14th Sts.

PASADENA CITY LINES (PCL)

PASADENA: PCL has applied to the Public Utilities Commission to extend service to Montgomery Ward & Co's. store at Rosemead Blvd. & San Bernardino Freeway. The extension would involve the addition of about half a mile of route on the Temple City-Rosemead branch of Line 1--HIGHLAND PARK-COLORADO ST. from its present terminus at Rosemead & Valley Blvds. south to the new Montgomery-Ward store. PCL has also applied to the PUC to eliminate two scheduled routes (details unspecified).

Student ticket books, which sell at 20 rides for $4.00, previously usable only during school hours, may now be used at any hour of any day.

AIRPORTRANSIT (APT)

LOS ANGELES: On March 6, the LOS ANGELES INTERNATIONAL AIRPORT-REDLANDS route began serving Alhambra by stopping at the Alhambra Powl (bowling alley) and also serving Norton Airforce Base (near San Bernardino). On March 13th, the AIRPORT-BEVERLY HILLS route was increased on weekdays from 12 to 20 round trips, on Saturday from 9 to 10 and on Sundays from 10 to 15 round trips. The AIRPORT-SANTA MONICA Line was increased from 9 to 12 trips on weekdays, and from 6 to 10 on weekends; running time has been decreased from 35 to 30 minutes. Effective the same day, service on the AIRPORT-DOWNTOWN LOS ANGELES route was evened-out to a 20 minute headway throughout the day, with hourly "owl" service being operated outbound from Los Angeles Sunday through Friday. On Saturdays, service was increased to half-hourly throughout the day.

APT recently acquired the OAKLAND INTERNATIONAL AIRPORT LIMOUSINE SERVICE, INC., which provides airport service in the San Francisco Bay Area, and has

CALIFORNIA--APT (CONTINUED)

expanded service coverage to include Oakland Army Base (7 trips daily) and additional service between downtown Oakland and the airport. Additional trips are also scheduled to the San Francisco Airport. OIALS's application to the Public Utilities Commission for a Charter Party (TCP) Permit has been dismissed, with the sale to APT, as AIRPORTRANSIT already has one.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: GRAY LINE TOURS CO. (GLOLA), formerly TANNER et al, has requested an in-lieu certificate covering sightseeing services in Southern California from the Public Utilities Commission. An in-lieu certificate is one that is written to embrace all current outstanding certificates. Often times management will find itself buried under a maize of certificates that are disconnected and confusing. They will then request the PUC to reissue the certificates in an in-lieu certificate which is in a loose-leaf form, not unlike a tariff. Each route, or route group, is detailed on a single page and when a revision is made, only the affected pages are rewritten.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Effective April 16th, SCRTD will make major changes in their transfer regulations. The principal change will be the inclusion of a 5¢ transfer charge on the Los Angeles local lines, but with greatly broadened privileges included in the package.

SCRTD fares are governed by two separate basic tariffs, for "Interurban" and "Local" lines respectively. The Interurban tariff covers, generally, the former PACIFIC ELECTRIC RAILWAY interurban lines and others to the south and east of Los Angeles (former "Crosstown" lines, Alhambra and Riverside local lines, etc.). The Local Tariff covers all former LOS ANGELES TRANSIT LINES and ASBURY RAPID TRANSIT SYSTEM lines and PERy lines that were so designated by them (including all Western District lines, except L.A.-REDONDO BEACH), and others in the areas to the northwest, west, and southwest of Los Angeles. A few lines (51, 56 and 79) were part Local and part Interurban. Local line fares are constructed on a zone basis, with transfer privileges being universal throughout the Los Angeles local system. Interurban fares are constructed, with some exceptions, separately for each line, with transfer privileges being available on a very limited basis. The basic 25¢ cash fare and 8¢ zone increment are identical in the two tariffs, but there are major differences between the two with respect to tokens, commutation tickets, children's fares, etc., as well as transfer privileges.

At present, a journey requiring the use of both Interurban and Local lines requires the payment of two separate basic fares. This has long been recognized as discriminatory, particularly since all of the lines are now under common ownership, but LAMTA and SCRTD were unable to change the situation without some way of offsetting the lost revenue. To illustrate the discrimination involved, a passenger coming from Pasadena and destined to 7th & Hill must pay 25¢ for a ride of a few blocks downtown, but one coming from Santa Monica is entitled to free transfer privileges throughout the Inner Zone.

In addition, there is a considerable amount of revenue lost to the transit system on account of two passengers riding on a single fare through the abuse of transfers--people giving them to friends or relatives or leaving them at bus stops for others to pick up.

CALIFORNIA--SCRTD (CONTINUED)

SCRTD has decided that the inclusion of a small charge for transfers will permit them to remedy the first-mentioned problem, while somewhat alleviating the second. Therefore, the 5¢ transfer charge will apply to existing transfer privileges between Local lines, but will also provide transfer privileges between Interurban and Local lines within the Inner Zone. The 5¢ charge will apply uniformly on all fares--including regular and reduced (senior citizen's, student's, and children's) cash fares and commutation tickets. Where transfer privileges are now provided between Interurban lines, they will continue without change and without charge.

Along with the aforementioned changes, the Local transfer privilege will be further broadened to permit transit to compete more effectively with private transportation. Under the new plan, the transfer privilege will permit a stopover (or, as SCRTD calls it, "SHOP-OVER") en route. To accomplish this, a valid (as to time and fare paid) transfer will be good at any stop on any line--including the issuing line--as long as the passenger didn't reverse his direction.

Still another change will be the alteration of lines 51--LOS ANGELES-INTERNATIONAL AIRPORT-REDONDO BEACH and 56--LOS ANGELES-SUNLAND (including Line 19--GLENDALE-MONTROSE-LA CANADA) from Interurban to Local lines. This particular step is long overdue, since both operate through territories served primarily by Local lines and both are already considered to be Local lines in certain areas (south of Manhattan Beach on Line 51, and in Glendale on Line 56).

Here are the estimated anual financial results of these changes, as computed by SCRTD's staff:

Increase in revenue resulting from 5¢ transfer charge on Local lines	$958,900
Loss in revenue resulting from elimination of requirement that passengers making joint Interurban-Local line ride pay separate fare	452,300
Expense of converting Lines 51 and 56 from Interurban to Local status	28,000
Overall net increase in RTD revenues	$478,600

As indicated, the overall plan will also serve to make up a part of the District's anticipated operating loss for the year.

Now to the mechanics of this plan. The 5¢ charge will be collected through the fare box at the time at which the transfer is issued. It is intended that only a single 5¢ transfer charge be collected for any one journey. Thus, whenever a passenger presents a transfer along with one or more additional zone increments for travel beyond the limit of the fare previously paid and requests another transfer, it will be issued at that time without further charge. (At present, transfers are not generally excharged within the Inner Zone, the passenger being issued a zone check which can be exchanged for a transfer at the zone limit.)

Generally, the present transfer forms will continue in use. A single transfer form will be introduced for use by all interurban lines. New or revised transfers will, of course, be necessary for lines 51 and 56.

CALIFORNIA--SCRTD (CONTINUED)

Commute cards will be revised to include an additional set of punch-spaces for transfer rides. Upon presentation of the card and payment of 5¢ on a local line in the Inner Zone, the card will be punched in the "transfer" space and a transfer issued. Then when the passenger boards an outbound Interurban bus, the transfer will be collected and the card punched in the corresponding "ride" space.

Free transfers will still be issued in certain special situations where necessary to permit the passenger to complete what would ordinarily be a single-vehicle journey on a single line. These include short-line turnbacks, part-time shuttling of remote portions of lines, and rush-hour Local-and-Express services. Similarly, free "emergency" transfers will be issued when a passenger boards the wrong bus or is carried by his stop. In all such cases, the transfers will be marked (by special punching and/or by issuance with the coupon removed) to indicate their limited use.

The SCRTD has been subjected to considerable pressure (from at least one member of its own Board as well as from outside) to establish a low-fare Minibus service in the downtown district. The RTD's management has advised against such a step. Such an operation in Washington, D.C. has produced revenues only half of its costs, since operator's wages are the same as for large buses carrying a far greater number of passengers. While it has been suggested that the use of minibuses downtown in place of the present large buses would reduce traffic congestion the fact is that any Minibus operation would have to be in addition to, rather than in place of, the present service.

The District has, however, taken a major step to provide lower-cost transportation for downtown shoppers. This is the institution, effective May 1st, of a central city Shopper's Pass, similar to that in use in Oakland since 1964. A passenger boarding any RTD local bus in downtown Los Angeles (bounded by Sunset on the north, San Pedro on the east, Washington on the south and Figueroa on the west) between 9:00AM and 3:00PM will be able to purchase, for 30¢, a Pass good for up to ten rides within that district and between those hours. The Pass will also be good for 25¢ toward the fare to a point outside the downtown district until 3:00PM.

The variety of RTD fares is certainly growing. After May 1st, the operator on a typical line must be prepared to collect any of the following from passengers originating during the mid-day hours within the downtown district:

15¢ single-zone student's
20¢ single-zone Senior Citizen's
20¢ 2-zone student's
20¢ single-zone student's with transfer
25¢ single-zone regular
25¢ single-zone Senior Citizen's with transfer
25¢ 2-zone student's with transfer
28¢ 2-zone Senior Citizen's
30¢ single-zone regular with transfer
30¢ Shopper's Pass
33¢ 2-zone regular
33¢ 2-zone Senior Citizens with transfer
38¢ 2-zone regular with transfer

In addition, there will be tokens, tokens plus cash, commute tickets, fares to points beyond zone 2, etc.

SCRTD has a new President and Vice President. The choice of a new President became necessary with the decision of HARRY FAULL not to seek re-election to his office as Mayor of Pomona, since the SCRTD Act requires that Directors appointed by the League of Cities be officers of their cities. Faull will

CALIFORNIA--SCRTD (CONTINUED)

retain his seat on the RTD Board for the remainder of his present term in office.

The new President is none other than A. J. EYRAUD, JR., erstwhile Chairman of the predecessor LAMTA. This is Eyraud's third position at the head of our local transit system (or, at least, part of it), since he once owned ASBURY RAPID TRANSIT SYSTEM. He was appointed to the RTD Board last year by Supervisor Debbs, succeeding MARK BOYAR--also a former LAMTA Board member.

The District's Vice President is KERMIT M. BILL, of Huntington Park. Bill, a member of the RTD Board since its inception, succeeds DON McMILLAN.

Two portions on Line 178--ANAHEIM STADIUM have been discontinued due to lack of patronage. These are the Whittier-Fullerton and Santa Ana-Orange services. Last year, the average passenger loads per trip were:

Santa Ana-Orange	9
Whittier-Fullerton	8
Los Angeles and Long Beach	29

The Los Angeles and Long Beach routes, also serving Disneyland and Rossmoor Leisure World, will continue to serve Anaheim Stadium for Angel games, and other major events.

Line 6--SOUTH VERMONT AVENUE-HIGHLAND PARK owl service has been rerouted in the Lincoln Park area, effective March 12th. The "6 owl" now follows the same route as all regular service of Line 8--WEST 54TH ST.-NORTH MAIN ST., via Mission Rd. and Baldwin St. Line 8 originally operated via Lincoln Park Ave. between Million and Baldwin, but the present route was established as a part-time alternate on April 14, 1957. All scheduled service has operated via Baldwin St. since December 6, 1965, except owl service (which is provided by Line 6 buses) which was forced to use the former route on account of a dip at Baldwin & Mission that could not be negotiated by the Flxible buses that are assigned to Line 6. The dip has now been corrected and the owl route changed accordingly.

Line 6 owl service serves parts of four other lines, but not all of Line 6! A total of three buses operate all night on the "6 owls". One operates along Vermont Ave. between Santa Barbara and 120th St., connecting at Santa Barbara & Vermont with Line 5--HAWTHORNE BLVD.-UNION STATION. The other two buses operate from 7th & Broadway via Broadway, 1st, Main, Eastlake (eastbound only), Mission, Baldwin, Lincoln Park, Broadway, Ave. 20, San Fernando Rd., Figueroa Pl., Figueroa St., Marmion Way, Monte Vista Ave., Ave. 61, Piedmont, Figueroa, York, Eagle Rock and Colorado to Townsend & Colorado, serving portions of lines of 6, 7, 8, 12 and 25. (See map in TB-7/64, Pg. 16)

A total of 41 buses were authorized removed from the RTD roster on March 21st. 39 ex-LOS ANGELES TRANSIT LINES 6900's were authorized for sale at a minimum price of $1,500 each. Included were numbers 6901, 6904-6910, 6912-6918, 6920-6923, 6925, 6926, 6928, 6930-6932, 6934-6939, 6941-6942, 6944-6948 and 6950. This leaves just ten of the 179 GMC TD-4507's once operated by LAMTA. 6418 is being scrapped. Its front end was demolished in an "accident" some time ago, but its rear end will be salvaged to repair another bus. This is the first break in the ex-LATL 6400 series TDH-5103's, but a number of ex-PE 2700 series TDH-5103's have been sold.

The last bus being disposed of has not been used as such for several years.

CALIFORNIA--SCRTD (CONTINUED)

This is number 9200, the last of the vast fleet of White 798's once operated by PERy. It served for years as the Instruction Department headquarters at Division 8 (Van Nuys), but has now been replaced by an addition to the permanent facilities at that location. 9200 (who knows its former number?) has been offered for sale for $250.

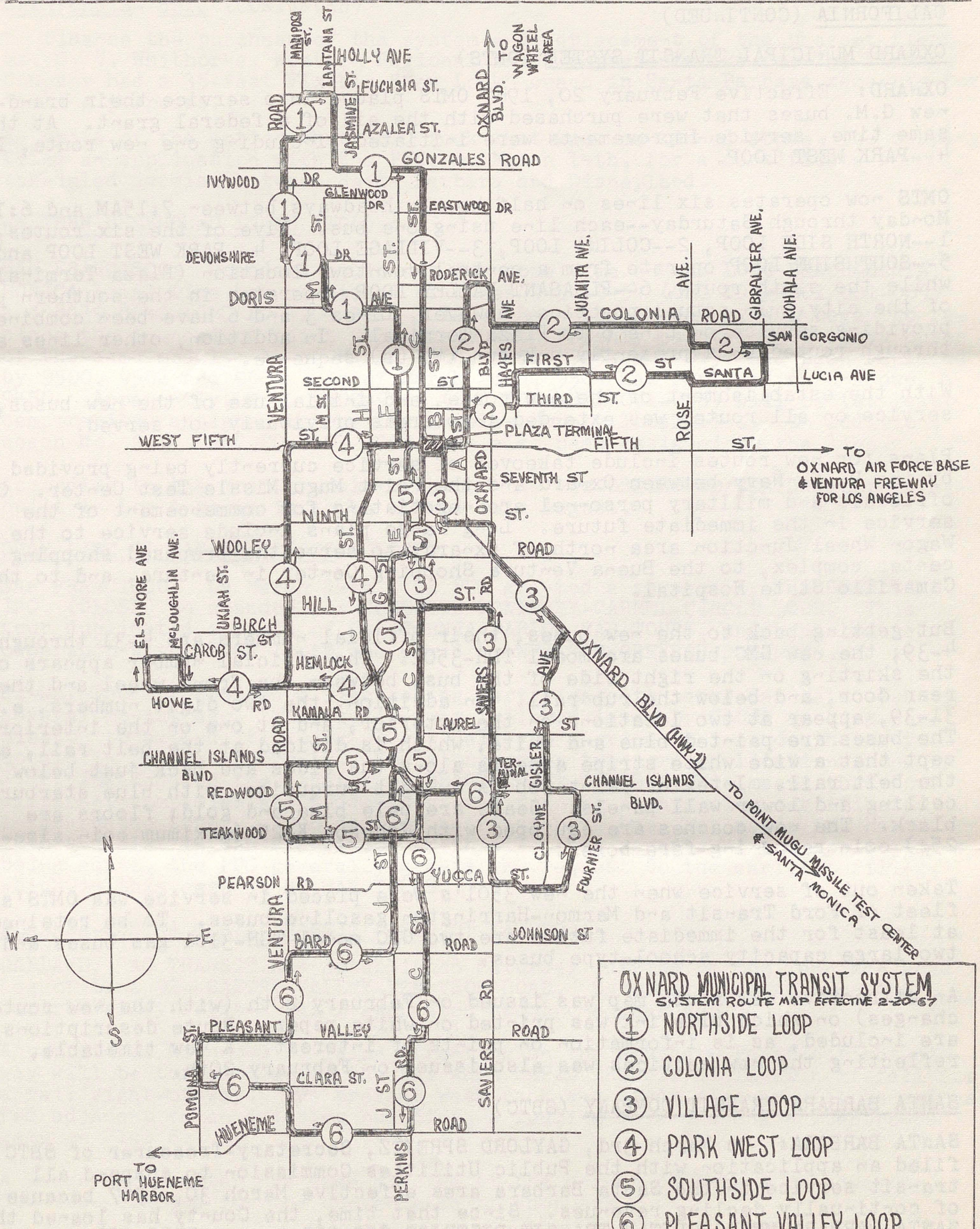
On March 12, Line 37--HARBOR FREEWAY FLYER Saturday service was abandoned between the Main St. (temporary) Station and the Union Station Loop. Scheduled service remains the same.

Line 36--LONG BEACH FREEWAY FLYER had one additional morning peak hour inbound trip added on March 26th.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: The roster of the month for March is CCMBL. The City of Culver City, which is located due west of Los Angeles, and whose claim to fame is that is the home of Metro-Goldwyn-Mayer movie studios, began bus operations back on March 1, 1927 with a line along Washington Blvd. between Culver City and the beach town of Venice. Presently about 25 buses are operated along three routes, including most of the following:

Coach Number	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
303	G. M. Coach	TGH-3101/267	31	1950	To City of Commerce #303
304	G. M. Coach	TGH-3101/268	31	1950	To C.C. Police Dept.
305	G. M. Coach	TGH-3101/716	31	1952	To Highland Transit #208
306	G. M. Coach	TGH-3101/717	31	1952	To Pomona Bus Lines #57
307	G. M. Coach	TGH-3101/718	31	1952	
308	G. M. Coach	TGH-3102/286	31	1954	
309	G. M. Coach	TGH-3102/327	31	1954	
310	G. M. Coach	TGH-3102/328	31	1954	
311	G. M. Coach	TGH-3102/339	31	1954	
312	G. M. Coach	TGH-3102/329	31	1954	
313	G. M. Coach	TGH-3102/338	31	1954	
314	G. M. Coach	TGH-3102/499	31	1955	
315	G. M. Coach	TGH-3102/500	31	1955	
316	G. M. Coach	TGH-3102/724	31	1957	
317	G. M. Coach	TGH-3102/725	31	1957	
318	G. M. Coach	TGH-3102/888	31	1958	
319	G. M. Coach	TGH-3102/887	31	1958	
3501	G. M. Coach	TDH-3501/188	35	1964	
3502	G. M. Coach	TDH-3501/189	35	1964	
3503	G. M. Coach	TDH-3501/596	35	1966	
3504	G. M. Coach	TDH-3501/597	35	1966	
3701	G. M. Coach	TDH-3714/071	37	1953	Ex-Santa Monica MBL #101
3702	G. M. Coach	TDH-3714/072	37	1953	Ex-SMMBL #102
3703	G. M. Coach	TDH-3714/074	37	1953	Ex-SMMBL #104
3704	G. M. Coach	TDH-3714/073	37	1953	Ex-SMMBL #103
4501	G. M. Coach	TDH-4517/1227	45	1961	
4502	G. M. Coach	TDH-4517/1228	45	1961	
4503	G. M. Coach	TDH-4519/786	45	1965	
5101	G. M. Coach	TDH-5303/1458	51	1963	
5102	G. M. Coach	TDH-5303/1641	51	1964	



OXNARD MUNICIPAL TRANSIT SYSTEM

SYSTEM ROUTE MAP EFFECTIVE 2-20-67

1. NORTHSIDE LOOP
2. COLONIA LOOP
3. VILLAGE LOOP
4. PARK WEST LOOP
5. SOUTHSIDE LOOP
6. PLEASANT VALLEY LOOP

DRAWN BY G.L. SQUIER

CALIFORNIA (CONTINUED)

OXNARD MUNICIPAL TRANSIT SYSTEM (OMTS)

OXNARD: Effective February 20, 1967 OMTS placed into service their brand-new G.M. buses that were purchased with the aid of a federal grant. At the same time, service improvements were initiated, including one new route, Line 4--PARK WEST LOOP.

OMTS now operates six lines on half hourly headways between 7:15AM and 6:15PM Monday through Saturday--each line using one bus. Five of the six routes, 1--NORTH SIDE LOOP, 2--COLINA LOOP, 3--VILLAGE LOOP, 4--PARK WEST LOOP and 5--SOUTHSIDE LOOP operate from a central downtown location (Plaza Terminal) while the sixth route, 6--PLEASANT VALLEY LOOP, operates in the southern part of the city. In actual practice, however, Lines 3 and 6 have been combined, providing service on Line 6 to Plaza Terminal. In addition, other lines are through routed on a presently unknown (to us) sequence.

With the establishment of the new route, and initial use of the new buses, service on all routes was extended into areas previously not served.

Plans for new routes include takeover of service currently being provided by the U. S. Navy between Oxnard and the Point Mugu Missle Test Center. City officials and military personnel are negotiating for commencement of the service in the immediate future. Long range plans include service to the Wagon Wheel Junction area north of Oxnard, to serve the proposed shopping center complex, to the Buena Ventura Shopping Center in Ventura, and to the Camarillo State Hospital.

But getting back to the new buses, their official numbers are 4-31 through 4-39; the new GMC buses are model TDH-3501. The official number appears on the skirting on the right side of the bus, between the front wheel and the rear door, and below the rub rail. In addition, the two digit numbers, e.g., 31-39, appear at two locations on the exterior, and at one on the interior. The buses are painted blue and white, which is divided at the belt rail, except that a wide white stripe appears along the sides and back just below the belt rail. Interior paint job is a light turquoise, with blue starburst ceiling and lower wall panels. Seats are pale blue and gold; floors are black. The new coaches are equipped with Johnson K-25 (maximum coin size--25¢) coin returning fare boxes.

Taken out of service when the new 3501's were placed in service was OMTS's fleet of Ford Transit and Marmon-Harrington gasoline buses. To be retained at least for the immediate future are two GMC model TGH-3101 gas buses and two large capacity school-type buses.

An attractive new route map was issued on February 20th (with the new route changes) on which blue ink was printed on white paper. Route descriptions are included, as is information on points of interest. A new timetable, reflecting the new services was also issued on February 20th.

SANTA BARBARA TRANSIT COMPANY (SBTC)

SANTA BARBARA: On March 3rd, GAYLORD SPREITZ, Secretary-Treasurer of SBTC, filed an application with the Public Utilities Commission to suspend all transit service in the Santa Barbara area effective March 30, 1967 because of continually decling revenues. Since that time, the County has loaned the SANTA BARBARA METROPOLITAN TRANSIT DISTRICT $50,000 to pay SBTC 57½¢ a mile of operation until the District can start taxing on its own, thus being able

CALIFORNIA--SBTC (CONTINUED)

to finance the purchase of the system and replacement of the present fleet. Mr. C. V. Whithorne, Western Regional sales representative for The Flxible Company had a 35-seat Flxible "New Look" coach in Santa Barbara recently for testing purposes.

In spite of the action that SBTC took that was mentioned above, the company filed an application with the PUC, on March 14th, for a certificate for scheduled service between Santa Barbara and Disneyland.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Standard equipment for some time on the LONG BEACH-SANTA MONICA local line has consisted of buses 9450-9454 (GMC TDM-4801/001-005) and 8639-8640 (GMC PD-4104/3211-3212). Recently, however, WGL began to replace the in-need-of-paint 9450-class with freshly painted 9500-class buses of the same model. As of March 19th, 9451, 9453 and 9454 had been replaced by 9500, 9502 and 9503. As of March 26th, 9504 had replaced an unknown 9450. Apparently, Nos. 9500-9504 (GMC TDM-4801/051-055) will be (at least temporarily) assigned to the Los Angeles County local line. In addition, coach No. 9316 (GMC PD-4103/1263) has also been assigned to the line.

According to the most prevalent rumor, the new GREYHOUND/SCRTD depot being built in Los Angeles is to be opened this August.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: On March 14th, the PUC granted a request by THE GRAY LINE, INC. (GLOSF) to abandon its YOSEMITE-MONTEREY-CARMEL CIRCLE TOUR. This tour duplicated a route of CALIFORNIA PARLOR CAR TOURS, which has mutual ownership with GLOSF (both are owned by WESTERN GREYHOUND LINES).

HI-WAY TOURS requested a sightseeing certificate to serve San Mateo County several months ago. This action was followed later by GLOSF seeking permission to extend it's pick-up and delivery service to include the many motels in San Mateo County. Now along comes two more applications, one by J. P. JENKINS and the other by BARBARY COAST TOURS. This means that four different companies are suddenly vieing for the sightseeing certificates in San Mateo County. Two days of hearings have been set aside for March 20th and 21st in San Francisco. With all other aspects of the applications being equal, the PUC generally grants the request to the earliest filing, which in this case is HI-WAY TOURS.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC TRANSIT has established Saturday service on the Tennison Road leg of Line 91--CASTRO VALLEY-TENNYSON ROAD. Saturday operation on the Castro Valley segment was inaugurated about one year ago.

A portion of Richmond Division, fronting on the Southern Pacific right-of-way will be turned over to the BAY AREA RAPID TRANSIT DISTRICT next fall for a rail right-of-way. The present wash rack and steam cleaner will be relocated adjacent to an existing building, a fueling island and a new entrance gate on 21st St.

A passenger shelter has been erected at the corner of 14th & Broadway in downtown Oakland for the convenience of shoppers.

CALIFORNIA (COTNINUED)

COUNTY TRANSIT LINES, INC. (CTLI)

CONCORD: CTLI has commenced service on two routes between Walnut Creek and Condard, as well as a local route in Concord. Three new 37-passenger air-conditioned GMC TDH-3501's are used in the new wervice. A report on Friday, March 17th, from GENE BOSWELL, President, indicates that each operating day reflects an increase in the volume of traffic.

CTLI has purchased a used GM model PD-4104 bus from GREYHOUND LINES to handle charter service. It will be numbered 201.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: A Minibus will be tried out on the SMTD during the week of March 26th. The bus is a small, eight cylinder engined, gasoline powered coach manufactured by the Minibus Company of Pico-Rivera, Calif. Another manufacturer has offered to loan the District a three cylinder diesel engined small bus at an undertermined date.

Earlier this year, SMTD received six new GMC model TDH-3501 buses with air-conditioning; they are numbered 1810 through 1815. They were shipped-out from the plant at Pontiac, Mich. on the same number of railroad cars, arriving on WESTERN PACIFIC. The February issue of Mileposts, WP's house organ, carried a full page picture of the buses.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: A Minibus will be tried out on the STA on a loop service in the central business district. This will be a two-week experiment, using a Minibus the first week, supplemented by two of STA's TDH-3610's. In the second week, a 35-passenger GM Coach will be used and possibly a 19-passenger Flxette Flxible coach. The service will be operated on a five-minute headway from 10:30AM until the downtown stores close in the evening. Fare will be ten cents.

AMERICAN BUSLINES, INC. (ABL)

SACRAMENTO: ABL has filed with the Public Utilities Commission for permission to abandon service between Sacramento and Pittsburg. Actually, the service has been discontinued since June 6, 1965, when the LINCOLN BUS LINE commenced operation through the area. The PUC application is simply a formality to remove any liability from ABL.

HOWELL MOUNTAIN BUS LINE (HMBL)

ANGWIN: Permission to abandon a portion of its route has been granted to HMBL, which is owned by the California Medical Missionary & Benevelent Association (which is a function of the Seventh Day Adventist Church). The line has been operating between St. Helenaa(a Greyhound connection about 50 miles north of San Francisco), Santitarium, Angwin and Pacific Union College. Service is operated daily, except Saturday (being Seventh Day Adventists).

MENDENHALL TRANSPORTATION COMPANY (MTCo)

EUREKA: MTCo has received permission to discontinue passenger service between Korbel and Scotia through Eureka; Eureka is located along the coast in upper Northern California. A PUC investigation into the operations of

CALIFORNIA--MTCo (CONTINUED)

WESTERN GREYHOUND LINES operation between Scotia and Trinidad and into MTCo's operations has been discontinued.

N E W M E X I C O

ALBUQUERQUE TRANSIT SYSTEM (ATS)

ALBUQUERQUE: ATS recently advertised for bids on several GMC TD-3609's, TDH-3610's and TDH-3612's recently rendered surplus. Sales of the vehicles have been announced as follows: AUTOBUSES INTERNACIONALES of El Paso, Texas will buy six; SAFEWAY MOTOR COMPANY, operating buses in Manitowac, Wisc., will buy six to replace several buses destroyed by fire; WALEN & GILL CO. of Wichita Falls, Texas, a used bus dealer, bought nine, and James Graham of Ruidoso will buy one bus, and convert into a camper.

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: Minibuses have just been given a week's trial on SLCL's Route 2--DOWNTOWN LOOP, which circulates through the downtown district. The 20 passenger vehicles cost half as much to operate as SLCL's present fleet. It is believed that these vehicles will prove useful in cutting maintenance costs for the system.

The possibility of Federal aid for the financially ailing SLCL is being explored by a citizens committee. Company officials recently informed the city that service would have to be abandoned unless a subsidy or a lease-management system could be substituted for the present franchise operation.

M O N T A N A

WESTERN TRANSIT COMPANY (WTCo)

BILLINGS: WTCo has informed civic officials that the company will, in all probability, have to cease operations about May 1st. Fares were boosted to 25¢ in 1965; the city has been paying the firm's insurance premium, allowing a 10% discount on fuel taxes, and promotional activities have been used to promote greater use of the system--but to no avail. The President of WTCo, ELLIS HOUSE, feels that there are only two alternatives--public subsidy or city operation.

GREAT FALLS: The City of Great Falls, Montana, without transit service since May, 1961, when the privately owned BECKWITH LINES ceased operations, has been awarded a $5,000 federal grant to study the possibility of re-establishing transit service. The grant will cover the feasibility of subsidized transit service, routes, schedules, fares, equipment and other particulars needed to provide an attractive transit operation. At this time the only transit in the area is provided for military personnel and their families by Malstrom Air Force Base. Great Falls has experienced a 40% population increase since 1950; this study will become a part of the comprehensive planning program now being carried on by the Great Falls City-County Planning Board.

W A S H I N G T O N

SPOKANE CITY LINES (SCL)

SPOKANE: The Idaho PUC has given SCL permission to operate into Idaho and within a radius of 50 miles of Farragut State Park between July 28 and August 13, 1967 for the World Boy Scout Jamboree to be held in North Idaho next summer.

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).

NEW BUSES Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
Oxnard Municipal Transit System	4-31--4-39	G. M. C.	TDH-3501/760-768	
Stockton Metropolitan Transit District	1810-1815	G. M. C.	TDH-3501/????	Airconditioned
Airport Coach Service	207-208	G. M. C.	PD-4107/(??)-621	
Sightseeing San Diego, Inc.	----	Minibus	MB-711-ID/329	23 seats, airconditioned
Pacific Scenic Lines	128	G. M. C.	PD-4107/????	
USED BUSES				
County Transit Lines	201	G. M. C.	PD-4104/????	Ex-Greyhound
California Parlor Car Tours	55	G. M. C.	PD-4106/241	Ex-WGL 7710
Santa Ana Transit Corp.	2077	G. M. C.	TDH-4509/749	Ex-Santa Ana Bus Serv. 976
Golden West Transit Lines	116	G. M. C.	TD-3609/065	Ex-SCRTD 6662
	117	G. M. C.	TDH-3207/018	Ex-ATCo 117
Highland Transit, Inc.	7632	G. M. C.	TD-3609/071	Ex-ETTL 7632

O R E G O N

ROSE CITY TRANSIT COMPANY (RCTCo)

PORTLAND: RCTCo has been authorized to increase its single zone fare from 30¢ to 35¢, tokens from 29¢ to 33-1/3¢, pases from $4.00 to $4.25, and the FREMONT EXPRESS rate from 40¢ to 45¢. Under the franchise agreement with the city, RCTCo is allowed to earn not less than 4½% per annum. For the past 15 months, the firm has not earned its minimum return and has held off fare increase proposals pending the result of a number of service extensions made last year.

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