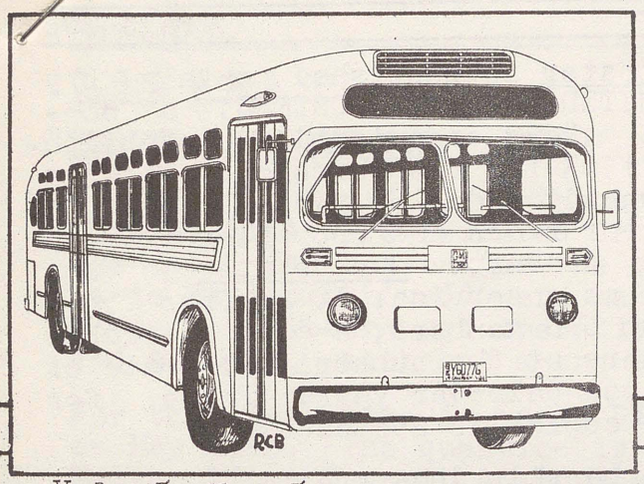


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 5 May, 1967 Fourteen Pages

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: EPCL is buying 17 used G. M. Coach TDH-5105 from NEW ORLEANS PUBLIC SERVICE, INC. Exact numbers are not known as yet, however the buses will be similar to EPCL 4087-4101, which are also ex-NOPSI 5105's. Among the buses to be replaced are 12 of EPCL's 14 TDH-4507's, Nos. 2753-2762 and (ex-LOS ANGELES METROPOLITAN TRANSIT AUTHORITY) 4075-4078. Reportedly, the 12 4507's are, along with 40 more TDH-4507's purchased from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, going to Peru.

Below is EPCL's current roster:

Coach Numbers	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
1997	G.M.C.	TG-4007/319	40	1945	Dieselized
2554-2555	G.M.C.	TDH-3610/489-490	36	1947	Sold--see text
2563-2580	G.M.C.	TDH-3610/498-515	36	1947	Some sold--see text
2753-2762	G.M.C.	TDH-4507/1336-1347	45	1947	
3012, 3014	G.M.C.	TG-4007/277, 279	40	1945	diesel Ex-SLCL 3012, 3014
3017, 3020	G.M.C.	TD-4007/225, 228	40	1945	Ex-SLCL 3017, 3020
3024-3025	G.M.C.	TD-4007/232-233	40	1945	Ex-SLCL 3024-3025
3027-3028	G.M.C.	TD-4007/235-236	40	1945	Ex-SLCL 3027-3028
3030-3031	G.M.C.	TD-4007/238-239	40	1945	Ex-SLCL 3030-3031
3055-3059	G.M.C.	TDH-4509/384-388	45	1949	
3347, 3349	G.M.C.	TDH-4509/1408, 1410	45	1951	
3402	G.M.C.	TDH-4008/486	40	1947	
3677	G.M.C.	TDH-3714/158	37	1954	
3683-3686	G.M.C.	TDH-3714/164-167	37	1954	
3821	G.M.C.	TDH-3714/581	37	1956	
3823-3829	G.M.C.	TDH-3714/583-589	37	1956	
3964-3983	G.M.C.	TDH-4517/712-731	45	1960	Airconditioned
4075	G.M.C.	TD-4507/137	45	1946	Ex-LAMTA 6988
4076-4078	G.M.C.	TD-4507/149-151	45	1946	Ex-LAMTA 6976-6976
4087-4101	G.M.C.	TDH-5105/986, 995, 997, 1003, 1006, 1008, 1012-1013, 1016, 1021, 1031-1032, 1034, 1042-1043	51	1955	Ex-NOPSI 1786, 1795, 1797, 1803, 1806, 1808, 1812-1813, 1816, 1821, 1831, 1832, 1834, 1842-1843
7024	G.M.C.	TG-4006/132	40	1944	Ex-LBMB 7024, diesel
7025-7026	G.M.C.	TG-4007/266-267	40	1944	Ex-LBMB 7025-7026 "

SLCL - Salt Lake City Lines LAMTA - Los Angeles Metropolitan Transit Auth.
NOPSI - New Orleans Public Service, Inc. LBMB - Long Beach Motor Bus Co.

CLUB NEWS

MEETING NOTICE

The June regular meeting of the UNITED TRANSIT BOOSTERS will be held on Sunday evening June 11, 1967; the July regular meeting will be held on Sunday evening July 9, 1967. Both meetings will be convened at 8:00PM on their respective dates in the studio-auditorium of the Gary-Knause Apartments, which is located at 245 South Lucas Ave. in the Crown Hill section of Los Angeles. To reach the meeting by public transportation board a SCRTD Line 4--MELROSE AVENUE bus northbound on Hill St. in downtown Los Angeles (or elsewhere, at your convenience), ride to Third and Lucas, disembark, and walk one block north. The building in which the meetings will be held is located on the northwest corner of Miramar and Lucas.

* * * * * * * * * * * * * *

TEXAS--EPCL (CONTINUED)

Only nine of the 20 TDH-3610's listed on page one are still on the property. Sold were 2554, 2555, 2563, 2564, 2566, 2567, 2570, 2571, 2576, 2577 and 2580. Of the remaining nine 3610's 2568, 2569, 2573, 2574 and 2579 are used on Line 1--EL PASO-JUAREZ during bridge construction; 2565, 2572, 2575 and 2578 are used on the rest of the system. Supplementing the 3610's on the Line 1 temporary streetcar replacement are 1997, 3012, 3014, 3017, 3020, 3024, 3025, 3027, 3028, 3030, 3031, 3402, 7024, 7025, and 7026 for a total of 20 buses. This means that 20 out of 26 "squary's" (remaining after the sale of the 4507's to Peru) are being used on the "1" line; when the streetcars return, and after the 5105's arrive, there will be a need for 25 fewer "squary's"!

And speaking of the Juarez car line, apparently EPCL is still figuring on the PCC's coming back. New track is being laid on the bridges; track at the Santa Fe St. Customs Station extends from the 6th & El Paso steam railroad crossing south, and about 50 feet east to about 8th & El Paso. Where a temporary rail line crosses with a two-foot difference in grade, there is still a break in the new track. One can see where the carline will be on the Santa Fe St. bridge (east bridge). The bridges have an 8% approach grade; EPCL officials are concerned about whether or not the aging ex-SAN DIEGO ELECTRIC RAILWAY PCC's will be able to climb them. --HJL

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 copies is 25¢ each.

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Both are on a calendar year basis.

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C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: On May 7th, northbound buses on Route 50--EAST 22nd AVE.-KALAMATH-WEST ALAMEDA were rerouted from Kalamath onto Santa Fe between 8th and 14th Avenues. The reason for the rerouting was that Kalamath (southbound) and Santa Fe (northbound) were made one way streets. Also effected by the change in street pattern was operations into and out of the DTC garage at Santa Fe and Alameda, which has entrances only on Santa Fe.

For the first time in ages, DTC will be an issue in the mayorality elections on May 16th. The question is whether or not DTC should be taken-over by a Metropolitan Transit Authority. Meanwhile, on May 1st DTC asked the Public Utilities Commission for a temporary 30¢ fare until a formal application can be made; the immediate increase is caused by increases in wage scale recently agreed upon with the driver's union. The City of Denver got a restraining order against the increase; hearings start May 15th.

Express service on Route 59--FEDERAL CENTER was discontinued because of Route 75--EAST LAWRENCE-BARNUM on Alameda; "59" now takes local passengers. Route 84--GOLDEN has had its express service cut back from Kipling to Burows; one round trip is operated Monday thru Friday. --KF

U T A H

SALT LAKE CITY: Four Northern Utah bus operators, LAKE SHORE MOTOR COACH, LINES, INC., WASATCH MOTORS, INC., METRO TRANSPORTATION, INC., and OGDEN BUS LINES have requested that an order by the Utah Public Service Commission granting charter rights to SALT LAKE TRANSPORTATION CO. (also dba YELLOW CAB CO., ORANGE CHECKER CAB CO. and GRAY LINESMOTOR TOURS) be set aside. The request was made of the Utah Supreme Court. --EB

Results of a cost-operation study on a proposed downtown Salt Lake City mini-bus operation have been announced. SALT LAKE CITY LINES, who would operate the vehicles has stated that it is proposed to start with five minibuses, four in operation, with one spare. The vehicles would cost about $6,500 each and will be designed as replicas of early Salt Lake street cars. Plans call for operations from 7:15AM until 6:15PM; a 10¢ fare would probably be charged.

W A S H I N G T O N

WESTERN GREYHOUND LINES (WGL)

SEATTLE: On May 15th, WGL introduced a new service for the Pacific Northwest--what they call their "V.I.P. EXECUTIVE SPECIAL". The operation consists of two non-stop trips, one at 7:00AM, the other at 4:00PM (in both directions) between Seattle and Portland, Oregon. Two brand new GMC PD-4107's, with red carpets and stereo music are utilized; the average number of passengers per trip for the first three trips was 15. Running time is three hours.

NORTHERN PACIFIC TRANSPORT COMPANY (NPTCo)

SEATTLE: A subsidiary of the NORTHERN PACIFIC RAILWAY, NPTCo operates a connecting service between Tacoma and Payallup, Auburn, Enumclaw and Buckley. Time Table No. 24, issued on October 30, 1966 shows seven roundtrips daily except Sundays; with four roundtrips on Sundays and Holidays; in one direction, with eight and five in the other direction.

WASHINGTON--NPTCo (CONTINUED)

PASSENGER SCHEDULE

TABLE NO. 24 - EAST AUBURN-TACOMA

WESTBOUND DAILY EXCEPT AS NOTED

		M AM M	#25 AM	#1 AM	M AM	M AM	E AM	M PM	M PM
Buckley	Lv.	-----	----	----	----	*10:10	------	----	6:55
Enumclaw	"	-----	----	----	----	*10:20	------	----	7:05
East Auburn		-----	8:05	6:00	----	------	------	----	----
Auburn		*6:50	----	----	9:00	*11:00	*11:40	3:15	7:40
Algona		*6:55	----	----	9:05	*11:05	------	3:25	7:45
Sumner		-----	8:20	6:15	----	------	*11:55	3:40	7:55
Puyallup		-----	8:25	6:20	----	------	*12:00	3:50	8:05
Jovita		*7:05	----	----	9:11	*11:15	------	----	----
Knutson's Corner		*7:10	----	----	----	------	*12:10	3:55	----
Edgewood		*7:15	----	----	9:15	*11:18	*12:13	3:58	----
Milton		*7:20	----	----	9:20	*11:23	*12:18	4:00	----
Fife		*7:25	----	----	9:25	*11:28	*12:23	4:05	----
Tacoma	Ar.	*7:40	8:45	6:40	9:45	*11:45	*12:35	4:25	8:20

EASTBOUND DAILY EXCEPT AS NOTED

		M AM	M AM	E PM	#26 PM	M PM	M PM	#2 PM
Tacoma	Lv.	*7:55	* 9:55	12:45	1:15	*3:35	5:25	9:15
Fife		*8:00	*10:05	12:50	----	*3:45	5:30	-----
Milton		*8:05	*10:10	12:55	----	*3:50	5:35	-----
Edgewood		*8:10	*10:15	1:00	----	*3:55	5:40	-----
Knutson's Corner		*8:13	*10:18	1:03	----	*3:58	5:45	-----
Jovita		-----	------	------	----	-----	5:48	-----
Puyallup		*8:18	*10:23	1:10	----	*4:03	----	9:30
Sumner		*8:25	*10:30	1:20	----	*4:10	----	9:35
Algona		*8:35	*10:40	-----	----	*4:20	6:00	-----
Auburn		*9:00	*10:55	1:40	----	*4:40	6:15	-----
East Auburn		-----	------	-----	1:50	-----	----	10:05
Enumclaw		*9:35	------	-----	----	-----	6:40	-----
Buckley	Ar.	*9:45	------	-----	----	-----	6:50	-----

* - Daily except Sunday and Holidays
M - Between Auburn and Sumner via Milwaukee Avenue
E - Between Auburn and Sumner via East Highway
#26 - Via State Highway No. 5 and U.S. Highway No. 99, 16.0 miles, connections for Northern Pacific Railway Train #26.
#1, #2 and #25 - Via State Highway No. 5 (East Valley Highway) and U. S. Highway No. 410, 20.4 miles, connection for Northern Pacific Railway Trains #1, #2 and #25.

PACIFIC STANDARD TIME

Terminal Depots are located at:

TACOMA	Union Station	1713 Pacific Ave.
	Greyhound Terminal	1319 Pacific Avenue
PUYALLUP	Northern Pacific Railway Station	" "
SUMNER	Northern Pacific Railway Station	Main & Ryan Sts.
EAST AUBURN	Northern Pacific Railway Station	"
AUBURN	Northern Pacific Railway Station; Greyhound Bus Depot, 221 C St.	
ENUMCLAW	Mel's Confectionery	

WASHINGTON--NPTCo (CONTINUED)

A roster of equipment used on the Tacoma-Auburn service is given below:

Coach Number	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
B41-16	Crown	A-779-11/33083	41	1954	Gas, transferred out.
B41-23	Crown	A-779-11/33699	41	1957	Gas
B41-29	Crown	A-779-11/34651	41	1963	Diesel
B41-30	M. C. I.	MC-5/5222	41	1964	Diesel
B41-31	M. C. I.	MC-5A/6668	41	1966	Diesel, replaced B41-16

--GRL

ANACORTES: The city of Anacortes has purchased a bus and intends to establish a service to the ferry terminal (four miles west of Anacortes--the ferry serving the San Juan Islands and Sidney, British Columbia on Vancouver Island) as well as a route within the city. Service will begin if and when sufficient money is raised to guarantee its operation for one year. The city has budgeted some money, the balance is being raised among the business and professional people. It is hoped that the bus will be in operation before the end of May. --GRL

O R E G O N

CONTINENTAL PACIFIC LINES (CPL)

SALEM: CPL has applied to the Oregon Public Utilities Commission for permission to abandon its LOS ANGELES-SEATTLE route over U. S. Highway 99 and substitute therefor a route over Interstate Highway 5 in those areas where the two highways are now separated. If the application is granted, CPL would operate entirely over Interstate 5 from Portland to the California State Line, with off route service to Portland, Salem, Albany, Eugene, Roseburg, Myrtle Creek, Grants Pass, Medford and Ashland. Service to Goshen, Creswell, Walker, Saginaw, Cottage Grove, Curtin, Drain, Youcalla, Oakland Sutherlin, Wilbur, Winchester, Winston, Dillard, Canyonville, Azalea, Rouge River, Central Point, Phoenix and Talent would be discontinued. Under present schedules, the points which would lose service are only flag stops at which there are no established ticket agencies. Hearings on this application will start on June 7 in the Lane County Courthouse at Eugene.

N E V A D A

GREY LINE SCENIC TOURS (GLST)

RENO: GLST has been given tentative approval by the Interstate Commerce Commission for a third charter bus service between California cities and Nevada casinos. GLST filed their application in 1962; President JAMES E. WOOD said that he hopes to have the service in operation within 60 days. Approval of the additional rights is pending on the filing and approval of tariffs and certain other requirements. The planned round trip charter service would originate in Sacramento, San Francisco and points in Alameda, Contra Costa, San Mateo and San Joaquin counties in California. Nevada entertainment centers considered for the service are the Nugget Casino in Sparks, Harrah's and Harold's Club in Reno, Harrah's on the south shore of Lake Tahoe, Cal-Neva Lodge on the north shore, and the Silver Spur in Carson City. It is understood that the firm has ordered 40 new buses (makes and models unknown at this time). It is presumed that AMERICAN BUSLINES, INC. and WESTERN GREYHOUND LINES will ask for a reconsideration of this application, as both firms presently provide service to the Nevada casinos on both a regular schedule and in charter service.

A R I Z O N A

PHOENIX TRANSIT CORP (PTC)

PHOENIX: HENRY M. TOWINAY, Operations Manager of the AMERICAN TRANSIT CORP. new owners of PTC and the TUCSON TRANSIT CORP. in Tucson, has stated that surveys are currently underway that will result in improved bus service in both cities. The Phoenix operation, purchased for $900,000 is currently operating in the black and expects to continue in that direction, but the Tucson operation, which was purchased for $285,000, was and still is losing money; officials stated that some corrective action would have to be taken in this area.

LITTLE MAC BUS COMPANY (LMBCo)

YUMA: The Arizona State Corporation Commission has approved a request by LMBCo (who presumably does not operate "little Macks") to increase its fares from 25¢ to 35¢. The increase in revenue will allow the firm to add another bus to its service.

C A L I F O R N I A

AMADOR STAGE LINES (ASL)

SACRAMENTO: ASL placed into effect a new bus line table, the first in many years. The new schedule calls for the use of two buses, each departing from Jackson in the morning, one operating to Stockton--the other to Sacramento, with a return trip in the afternoon. The Sacramento leg does not have Sunday service, while the Stockton branch supports two round-trips on Sundays (to serve visitors to the California Youth Authority facility at Ione). Equipment used are two little Ward/GMC intercity buses purchased for this service from the YOSEMITE TRANSPORTATION SYSTEM earlier this year.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA officials have filed for a federal grant to help offset the costs (approximately $1.7 million) of 42 new buses and a new garage. STA General Manager WILLIAM D. BORNE has said that the buses will be used in a much wider area than the system now covers. Plans have been proposed in the last few years to institute the Transit District concept in the Sacramento area, extending lines into Placer and Yolo Counties; also to Auburn and Folsom, and to purchase GIBSON LINES, who operate between Sacramento and Roseville.

COUNTY TRANSIT LINES (CTL)

WALNUT CREEK: On April 21st, an application was filed with the PUC by LEISURE WORLD FOUNDATION, INC. to transfer its passenger stage certificate for bus service between Walnut Creek and the Leisure World development nearby. The request also seeks to reroute the service and to increase passenger fares to bring the tariff in line with the balance of CTL's fare structure. LWFI purchased a new conventional bus for the service; CTL will not acquire this piece of equipment, however, but will use its own GM transit buses.

Two 1953 GM model TDH-3612 transit buses have been purchased from the BAY RAPID TRANSIT COMPANY in Monterey. The coaches are needed by CTL to supplement the services of their three GM TDH-3501's.

Last year, when WESTERN GREYHOUND LINES asked the PUC for an increase in commute fares in the Contra Costa County and San Francisco areas, the PUC con-

CALIFORNIA--CTL (CONTINUED)

ducted a formal investigation into service, rates, etc. of the commute service area. In approving the fare increase, the PUC included the stipulation that WGL establish two new routes, describing the minimum number of trips, the schedules, rates, etc., on each route. The new routes were to be (1) from San Francisco (in the Peninsula Division) south along Skyline Blvd. with a minimum of seven trips per day in each direction and (2) between Walnut Creek and Concord (in the Contra Costa Division) via Ygnacio Valley Road. The latter route would be a diversion of the regular route between Walnut Creek and Concord. WGL fought the order, claiming an out-of-pocket loss of in excess of $18,000 annually, and of course they did not want the precedent to be established as every community chamber of commerce in the state could bend the ear of the PUC and get service routed into their community even if it wasn't needed. Meanwhile, CTL asked for, and received, a PUC certificate to operate service between Concord and Walnut Creek, via Ygancio Valley Rd. The latter service was established in late March. WGL carried the PUC order to the Supreme Court, who reversed the PUC order (apparently on some technicality). Now the PUC has has corrected the technicalities in the original order, and has reordered WGL to established the service--even though it has already authorized another carrier to operate on one of the routes. More hearings can be expected in the future.

CALIFORNIA PARLORCAR TOURS (CPCT)

SAN FRANCISCO: CPCT's fleet now consists of several GM PD-4106's. Several different paint jobs have been observed, including: "Mint ice cream sandwich" and "chocolate ice cream sandwich" in addition to the former two-tone green.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: GLOSF's Tour No. 1, covering the city of San Francisco, now includes a trip across the Golden Gate Bridge to Vista Point. The stop at Cliff House has been shortened to five minutes to accomplish the new feature.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: On April 30th, WGL reissued schedules 1 through 13 in green ink. Among the important changes are the addition of one commuter round trip between San Francisco and Santa Rosa, elimination of two trips on SFBACR Contra Costa Division Line Z--OAKLAND-WALNUT CREEK and elimination of Peninsula Division Line X--SOUTH SAN FRANCISCO-SAN JOSE (station stops only) which consisted of one southbound trip leaving South San Francisco at 7:42AM Monday through Saturday. Seat reservations were eliminated on the LOS ANGELES-LAS VEGAS route, and its Saturday only trip leaving L.A. at 2:30AM was changed to daily.

The new Glendale station, located at San Fernando Rd. and Norton Ave was opened on May 13th with appropriate ceremonies.

May 17th marks the start of summer only service to West Yellowstone from Idaho Falls; May 24th is the date for the start of San Francisco-Lake County and San Francisco-Placerville-Reno summer service.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Because of a series of robberies that have recently taken place, culminating in the beating of an operator on Line 53--SOUTHERN HEIGHTS, two-way radios are being installed in 200 SFMRy buses. Without them, drivers had threatened to go on strike and SFMRy had considered eliminating service in certain areas. In addition, plainclothes policemen have been assigned to

CALIFORNIA-SFMRy (CONTINUED)

ride certain schedules.

Commencing in June will be the construction of the Market Street Subway, including three stations on Market St. in downtown, Montgomery, Powell and Civic Center (near 7th St.). During construction, traffic will be restricted (in the areas of construction) to one lane in each direction for the use of SFMRy vehicles only.

SANTA CLARA COUNTY: Mountain View Mayor Victor Calvo is advocating the establishment of a city-wide municipal bus system. His plan would include use of six small buses, four loop routes covering all of Mountain View, service every half hour, fares of 25¢ for adults and 15¢ for children, an overlapping route arrangement to allow riders from any part of the city to reach Mayfield Mall and San Antonio Shopping Center without transferring. Two types of buses are being considered; one, a 19-passenger Flxible Flxette, at $11,250 each, for a total of $67,500, the other a 35-passenger GMC TDH-3501 at $16,000 each for a total of $96,000. A report from the city planners office recommends the Flxettes, and also noted that the system could cost the city $34,800 a year, or make the city a profit of $22,200 a year.

In Palo Alto, City Councilwoman, Enid Pearson is recommending the establishment of a bus system stretching across the entire North (Santa Clara) County area and into Menlo Park. She recommends the establishment of a joint committee with representatives from Palo Alto, Mountain View, Los Altos, Sunnyvalle and Menlo Park. The system could: link school bus systems with the municipal system to provide better service and eliminate double taxation; include the extension of a line to serve Foothill College (now served by occasional PEERLESS STAGES SYSTEM buses); and a possible joint request by all the cities for federal funds to help finance the new system.

Palo Alto is the only city in the area with an extensive local bus system; it is run by PENINSULA TRANSIT LINES and is subsidized for $80,000 per year. The PTL system includes routes that run into East Palo Also and Menlo Park. PTL also runs buses in Redwood City, and is presently trying to get that city to subsidize the operation there. Menlo Park is presently without local bus service; they subsidized PTL service there on an experimental basis back in 1964, but gave it up due to lack of patronage. Sunnyvale and Los Altos have expressed an interest in bus service, but have no active plans at present.
--EB

SAN JOSE CITY LINES (SJCL)

SAN JOSE: On April 21st, SJCL started a new morning and eving rush hour bus service between downtown San Jose and North San Jose. Service leaves from First & Santa Clara via Santa Clara, North Thirteenth St., and Old Oakland Highway to Schallengerger Road. In the mornings, buses leave from First and Santa Clara at 7:25, 8:05 and 8:45AM, arriving at North San Jose at 7:45, 8:25 and 9:15AM. In the afternoon, buses leave First and Santa Clara at 3:55, 4:35 and 5:30PM, returning from North San Jose for downtown at 4:15, 4:55 and 5:50PM. One way fare is 25¢ or one token (at 4/90¢). The new service will be tested for 60 days.
--EB

Our selection for the roster of the month for May is SJCL. SJCL operates in the Santa Clara County city of San Jose--one of the fastest growing areas in the state--which is located at the southern end of the San Francisco Bay. Public transportation dates back previously to the SAN JOSE RAILROADS, which was owned by the SOUTHERN PACIFIC COMPANY. In 1941, PACIFIC CITY LINES, a holding company which later became a subsidiary of NATIONAL CITY LINES pur-

CALIFORNIA--SJCL (CONTINUED)

chased SJRR from SP and formed SJCL. By the 1960's PCL had been eliminated as a subsidiary of NCL; the remaining properties were controlled directly by NCL. When it got to the point where there were only two properties in California, San Jose and Stockton, the others having been sold to municipalities, other parties or gone out of business, they were sold to some NCL officers, who formed a "New Pacific City Lines". The Stockton property was sold to the Stockton Metropolitan Transit District; so now SJCL is the last of the PCL properties. Although NCL's new two-tone green and white paint job was initiated on SJCL in the early 1960's, the new management has readapted the former yellow, green and white (fruit salad) paint job used in the 1940's and 1950's.

Coach Numbers	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
3501-3508	G. M. C.	TDH-3501/163-170	35	1965	
6510-6510	G. M. C.	TDH-4507/2426-2435	45	1948	
6511-6512	G. M. C.	TDH-4512/3149, 3263	45	1959	
6513-6517	G. M. C.	TDH-4517/389-393	45	1960	
6518-6522	G. M. C.	TDH-4517/1542-1546	45	1961	
6601-6605	G. M. C.	TD-3609/197-201	36	1946	
6606-6611	G. M. C.	TD-3609/095-100	36	1946	
6612	G. M. C.	TD-3609/124	36	1946	
6614-6620	G. M. C.	TD-3609/249-255	36	1946	6613 to Stockton
6621-6630	G. M. C.	TDH-3610/416-425	36	1947	
6637	G. M. C.	TD-3609/202	36	1946	
6641-6644	G. M. C.	TDH-3612/1038-1041	36	1951	

PACIFIC SCENIC LINES (PSL)

VENICE: During the month, the Board of Public Utilities of the City of Los Angeles granted PSL one motor bus permit to operate public service twice daily between the San Fernando Valley and the University of California at Los Angeles. PSL had sought three permits, but the BofPU granted only one at this time. The Board also approved PSL rates, which are 75¢ one way, $1.25 round trip, and 10 ride student commute books for $5.00. Service will not operate for at least 60 days, as it will take at least that long for the rates to be approved in ordinance form by the City Council.

AIRPORTRANSIT (APT)

LOS ANGELES: (SOUTHERN DIVISION) In april, APT improved service on its route connecting the various satellite airline terminals at the Los Angeles International Airport (which runs on the "runway side") from 12 minutely to 6 minutely. On May 13th, the LOS ANGELES-LOS INTERNATIONAL AIRPORT line was changed from a 20 minutely headway to a 15/30 minute headway.

Effective May 1st, APT inaugurated Personalized Airport Limousine service, using Cadillac limousines on an on-call basis between the International Airport and Beverly Hills, Hollywood, Wilshire District and Downtown Los Angeles for a charge of $4.00. Service is operated for all incoming and outgoing flights from 7:00AM to 11:00PM with a call two hours in advance of the flight.

(NORTHERN DIVISION) On April 30th, a new schedule was inaugurated, calling for service to Jack London Square to be available upon request on schedules to Oakland Army Base and San Francisco. Fares from the Oakland International Airport to Oakland have been reduced from $1.15 to $1.14! Coach No. 1033,

CALIFORNIA--APT (CONTINUED)

an airconditioned Flxible Starliner, formerly in Southern Division service is now being used in the Northern Division. Other Starliners have also been transferred north; it is thought at this time that 1030-1035 may be there.

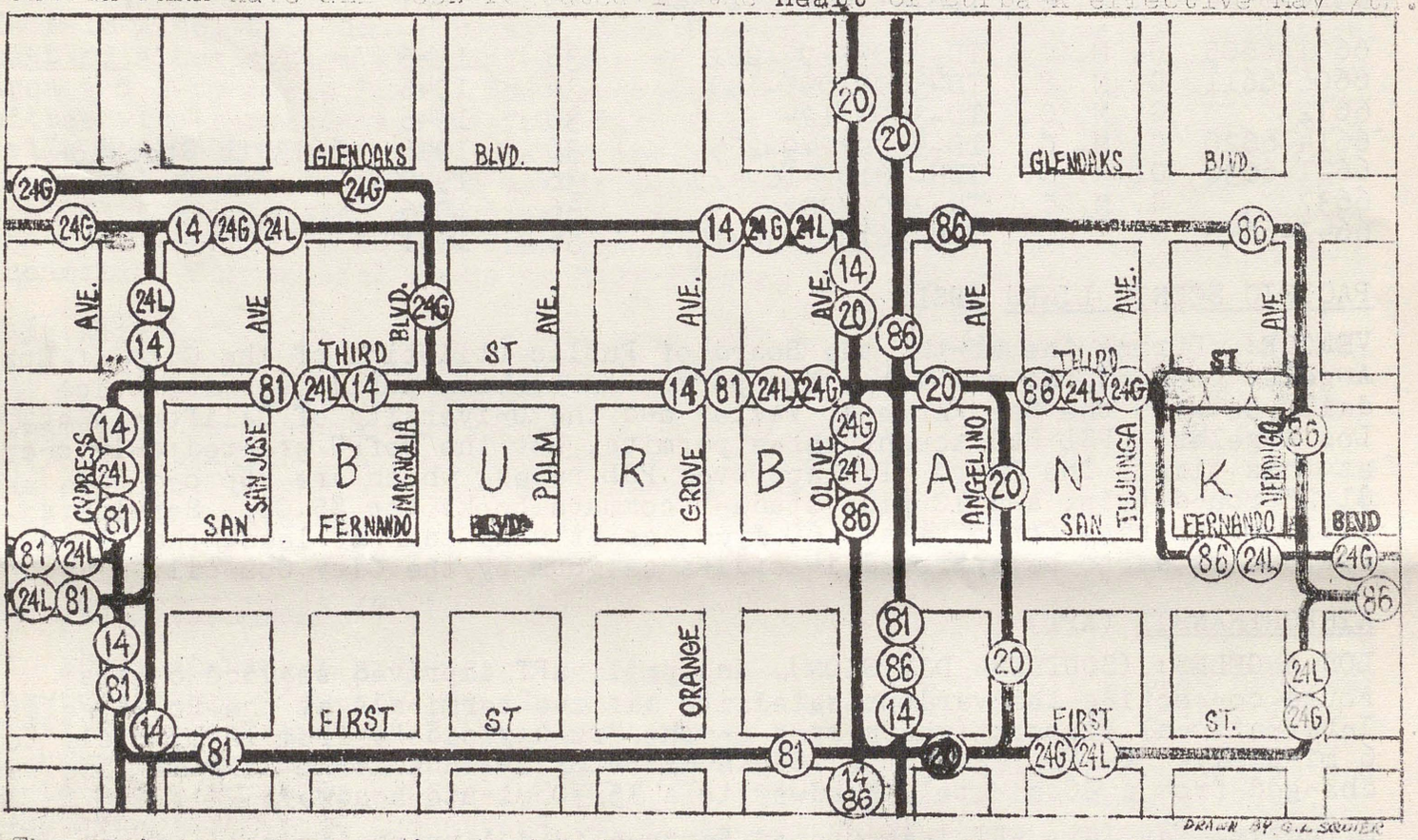
CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL has started a program of rehabilitating its remaining Bassborher Golden Eagles. The new treatment includes the new style Eagle front grill work, stainless steel mud guards and complete repainting inside and out. Coaches 4804 and 4824 (Golden Eagle/27743 and 27757) are the first two buses to receive the new look.

Five of CWL's GM PD-4104's have been leased to DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY in Denver, Nos. 4102, 4103, 4104, 4107 and 4109.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Lines 14--NORTH HOLLYWOOD-BURBANK-VALLEY PLAZA, 20--EAST GLENOAKS-KENNETH ROAD, 24--LOS ANGELES-SAN FERNANDO, 81--VENTURA BLVD.-HOLLYWOOD-LOCKHEED-BURBANK and 86--LOS ANGELES-BURBANK-NORTH HOLLYWOOD-CANOGA PARK have all been rerouted in the heart of Burbank effective May 7th.



These changes were authorized late last year and were originally to go into effect on December 25, 1966. They were made necessary by a Mall project that involves the closing of a portion of San Fernando Blvd. and the establishment of a one-way traffic pattern on the adjacent streets.

Here are the new routings:
Line 14 operates northbound via Victory, Olive 3rd and Cypress; southbound via Cypress, Glenoaks, Olive and Victory.
Line 20 loops via Olive, 1st, Angeleno and 3rd.
Line 24 the Glenoaks leg (24G) operates northbound via San Fernando, Tujunga,

CALIFORNIA--SCRTD (CONTINUED)

3rd, Magnolia and Glenoaks; southbound via Glenoaks, Olive, 1st, Verdugo and San Fernando. The Lockheed leg (24L) operates northbound via Tujunga, 3rd and Cypress; southbound via Cypress, Glenoaks, Olive, 1st and Verdugo.
Line 81 loops via Cypress, 1st, Olive, 3rd and Cypress.
Line 86 operates northbound via Tujunga, 3rd and Olive; southbound via Olive, Glenoaks and Verdugo.

The downtown Shopper's Pass, originally scheduled to be introduced May 1st, has been postponed a month.

Line 49--SAN PEDRO-SOUTH FIGUEROA will be rerouted in the downtown Los Angeles area effective June 25th. At present this line operates in both directions on Maple Ave. past the new Greyhound/RTD station. Maple Ave. is a very narrow street, and it is felt that Line 49 coaches would conflict with future SCRTD operations entering and leaving the station. The new route for Line 49 will ve via 8th St. (westbound) or 9th St. (eastbound) and Main St. Line 49 will continue to use 5th and 6th Sts. between Main and Flower.

Line 88--SAN DIEGO FREEWAY FLYER lost a run even before service was inaugurated. A shorter running time than was originally anticipated permits the hourly weekday base and Saturday service to be operated with two instead of three buses. The line is served entirely by 6000's (Flxible F2DV8C-401-1's) on both base and tripper runs. First-day base coaches were 6090 and 6077, but the very first trips were made by trippers (coach numbers unknown).

Experimental coach 5999 has had its engine changed again; it now sports a V-8 GM Diesel. This coach originally had a GM V-6 Diesel (the same as all other 5800's and 5900's), but was SCRTD's first bus to be fitted with a Cummins Diesel and was the prototype for the 6000's. Performance and fuel consumption in the latest tests have been favorable. 5999 is still at Division Two and, presumably, regularly assigned to a Line 95 owl run. --LI

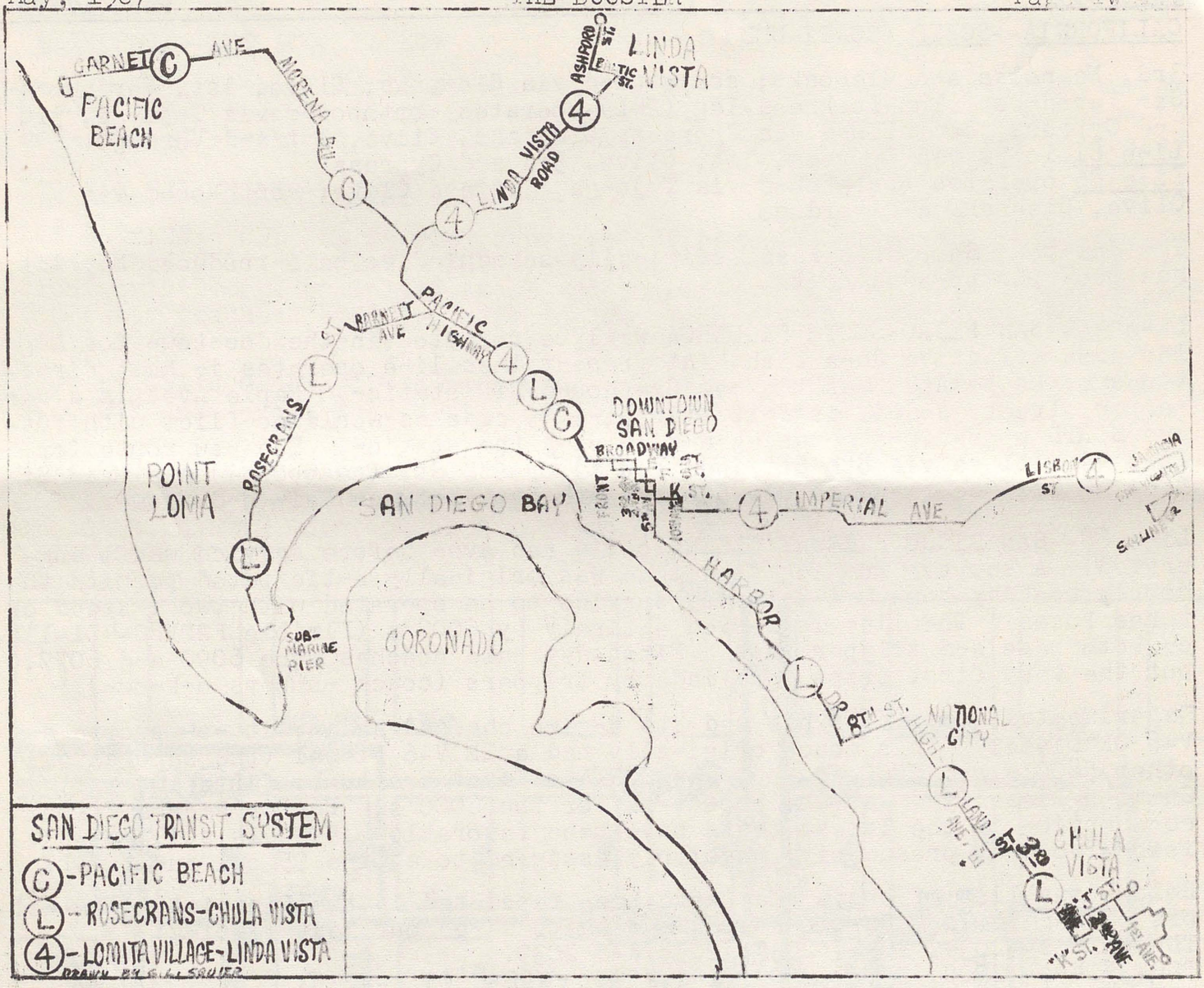
Below is a list of buses that have been repainted in the District's new colors of Saddle Tan, Chrone Yellow and white since our last listing:
TDM-4515's--2034, 2036, 2037, 2038 and 2039.
TDH-3714's--2500, 2501, 2502, and 2503. TDH-4801's--2393
TDH-5301's--5234, 5243, 5251, 5252, 5311, 5323, 5325, 5326, 5327, 5329, 5331, 5332, 5333, 5334, 5336, 5339, 5340, 5346, 5347, 5353, 5359, 5364, 5365, and 5440.
TDM-5301's--5504, 5516, 5517, 5523, 5524, 5525, 5527, 5528 and 5529.
F2D6V-401-1's--5700, 5705, 5706, 5707, 5708, 5709, 5711, 5713, 5717, 5719, 5720, 5722, 5724, 5725, 5726, 5729, 5731, 5732, 5733 and 5734.

AIRPORT COACH SERVICE (ACS)

SANTA ANA: ACS will inaguruate a new schedule on June 1st between the Los Angeles International Airport and Orange County points, calling for nine additional round trips daily. Highlights of the new schedule include half-hourly service between the airport and Disneyland from 8:00AM until 7:00PM, inauguration of two more (for a total of three) trips to Newport Beach and an "owl" trip leaving the airport for Disneyland at 2:10AM

SAN DIEGO TRANSIT SYSTEM (SDTS)

SAN DIEGO: On April 23rd, major reroutings occurred, including the elimination per se of Line V--LINDA VISTA-CHULA VISTA and the recombination of Line V, Line L--ROSECRANS and Line 4--PACIFIC BEACH-LOMITA VILLAGE and the establishment of a new line C--PACIFIC BEACH to replace the Pacific Beach portion o



CALIFORNIA--SDTS (CONTINUED)

of the former Line 4. The new Line L--ROSECRANS-CHULA VISTA consists of the old L--ROSECRANS and the southern half of the former V line; new Line 4--LOMITA VILLAGE-LINDA VISTA consists of the southern half of the former 4 line and the northern half of the former V line. Headways on the new lines are as follows:

Line Number and Name	Weekday Base	Weekday Rush	Saturday	Sunday	Evening/ Night
C--PACIFIC BEACH	60	50	60	60	--
L--ROSECRANS-CHULA VISTA	30	30	30	30/60	30/60
4--LOMITA VILLAGE-LINDA VISTA	45	30	45	60	60

Headways were generally reduced on the new lines.

At 11:59PM on Friday, June 30, 1967 the city's publicly-owned transit system SAN DIEGO TRANSIT, INC. (a public non-profit corporation) will take over operation of SDTS. The new manager for SDTI will be Mr. THOMAS O. PRIOR, former Superintendent of Transportation at SANTA MONICA MUNICIPAL BUS LINES. His prior history includes bus driver, supervisor, assistant superintendent of transportation and manager at PASADENA CITY LINES and manager for ten years

CALIFORNIA PUBLICAUTILITIES COMMISSION MATTERS

Listed below are matters recently put to or disposed of by the PUC:

Carrier	Date	Description
Orange Belt Stages (Visalia)	April 7	Request to increase bus fares between Bakersfield and Barstow, etc.
Douglas Bus Lines (Anaheim)	April 11	Authorized to start service between Corona and the North American Autonetics plant in Anaheim.
Amador Stage Line (Jackson)	April 11	Authorized to increase passenger fares and express service
Tri-Valley Bus Line (Canoga Park)	April 11	Operating rights revoked
Red Top Bus Service (Blythe)	April 12	Application to transfer Blythe-Calexico passenger stage certificate to Blythe-Calexico Stages.
Laguna Transit (Laguna Beach)	April 14	Application for a certificate to operate between Laguna Beach and the Orange County Airport
Peerless Stages, Inc. (Oakland)	April 27	Application to increase passenger and express fares (operates between Oakland, San Jose and Santa Cruz).
Southern California Sightseeing Co.	May 2	Denied application for a sightseeing certificate in the Los Angeles area.
Orange County Sightseeing Co. (L.B.) (Long Beach)	May 2	Granted certificate to operate sightseeing service between Orange County and the Long Beach-Marineland area.
Gray Line Tours Co. (GLOLA)	May 2	Granted certificate to operate sightseeing service between Anaheim, Buena Park and Marineland.
Western Greyhound Lines	May 2, 8	Authorized to reroute certain services in Los Angeles, Vallejo, San Jose and Oakland.
American Buslines	May 9	Permission to abandon service between Pittsburg and Sacramento (route served by Lincoln Bus Line since June 6, 1965).

CALIFORNIA--SDTS (CONTINUED)

at EL PASO CITY LINES. The City of San Diego is currently attempting to resolve a taxpayers suit challenging its right to operate charter buses. SDTS's charter division CALIFORNIA BUS TOURS was included in the sale to the city.

CLASSIFIED ADVERTISEMENTS

WANTED: Pix of the following PE cars: 643, 647, 150; supply car 006, Deisel locos. 1320, 1324, 1325, 1326, 1328, 1329, 1377, 1378, 5273, 5274, 5275, and steam loco 1508. Also buses (what do you have?).

Harry L. Jarnett, Jr., 1804 North Mount St., Baltimore Maryland 21217

EQUIPMENT REPORT

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

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Bus Sys.	1756-1759	Bus & Car	Sil.Egle./7105-7108	
Continental Rocky Mountain Lines	1786-1787	Bus & Car	Sil.Egle./7026-7027	
Continental Western Lines	4757	Bus & Car	Sil.Egle./7079	Add'l info.
	4758-4761	Bus & Car	Sil.Egle/7101-7104	Add'l info.
	4762-4769	Bus & Car	Sil.Egle./7190-7197	
American Buslines	6979-6982	Bus & Car	Sil.Egle./7118-7121	
Continental Panhandle Lines	7774	Bus & Car	Sil.Egle./7117	
Denver-Colorado Sprgs-Pueblo Motorways	8616-8617	Bus & Car	Sil.Egle./7030-????	
Western Greyhound Lines	7900-7999 (7914, 7927	G. M. C.	PD-4107/780-879--?? PD-4107/794, 807)	38 seats, A/C, restroom
Airport Service, Inc.	5004-5005	G. M. C.	PD-4107/????	45 seats
AirporTransit	208-213	Flxible.	Flxliner 223-DD1/ 10731-10736	45 seats, A/C radio eqpt.
Alameda-Contra Costa Transit District	345-364	G. M. C.	TDH-5304/1544-1564	Serials per MDS
	795-804	G. M. C.	TDH-4519/????	
USED BUSES				
South Los Angeles Transportation Co.	52	G. M. C.	TDH-4512/????	Ex-Santa Monica Municipal B. L.
Pacific Scenic Lines	1890	G. M. C.	TG-3607/????	Ex-Butte 5210 Luxury interior
M & M Charter Lines	165	Mack	C-45GT/2741	Ex-LAMTA 5031
Associated Charter Bus Company	1, 3	G. M. C.	TDH-4509/1322, 1330	Ex-San Diego 984, 992
California Parlor Car Tours	44, 47, 55, 59	G. M. C.	PD-4106/???, 238, 246, 950	Ex WGL 77??, 7707, 15, 20
Highland Transit, Inc.	----	Yellow	TD-4502/053	Ex El Torro TL FLC 1037
Denver-Colorado Springs-Pueblo Motorways (Leased from Continental Western Lines)		G. M. C.	PD-4104/588, 589, 443, 1161, 1163	Ex-CWL 4102, 4103, 4104, 4107, 4109