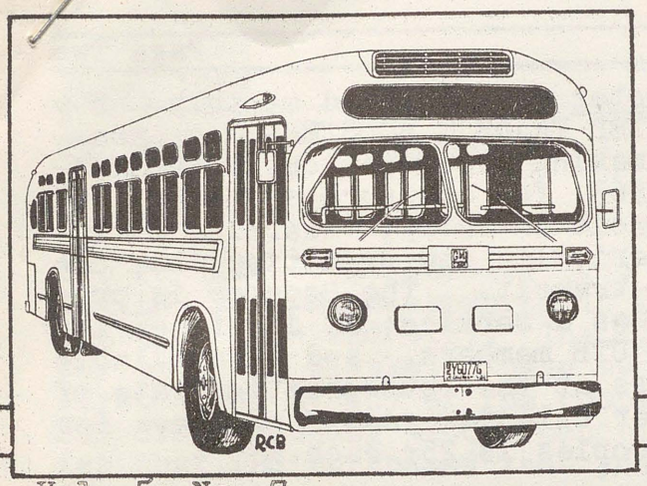


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

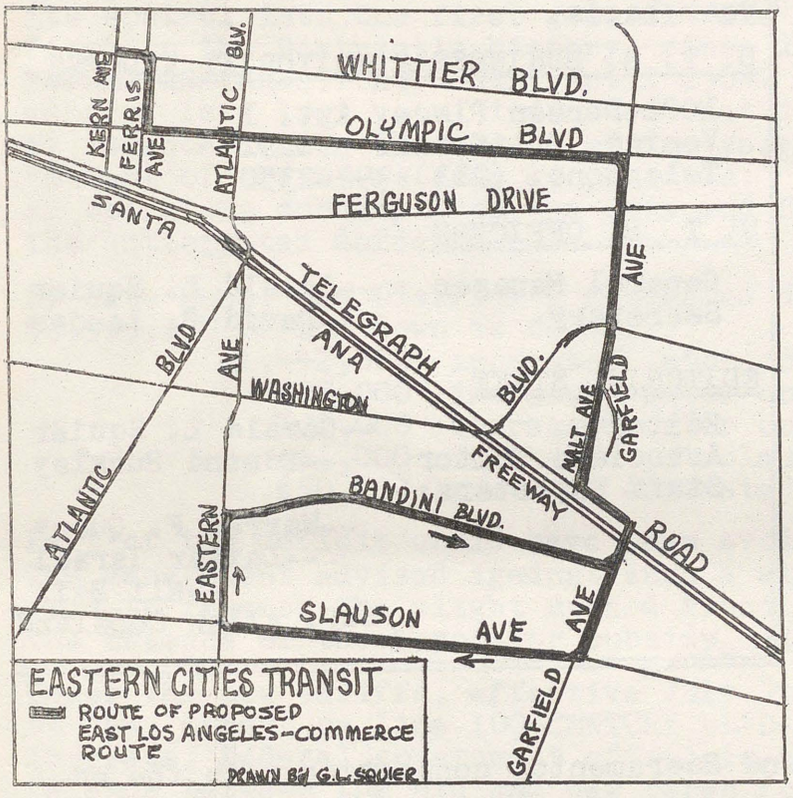
'Dedicated to Better Transit'

Vol. 5, No. 7 July, 1967 Twelve Pages

C A L I F O R N I A

EASTERN CITIES TRANSIT (ECT)

LOS ANGELES: ECT has filed an application with the Public Utilities Commission for a route between East Los Angeles and Commerce to be partially financed by a federal grant--administered by the State of California. The route will start at Kern Ave. & Whittier Blvd. (in the East Los Angeles shopping district) and travel via Whittier Blvd., Ferris Ave., Olympic Blvd., Garfield Ave., Malt Ave., Telegraph Rd., and Garfield Ave. to Slauson (City of Commerce). On the return trip, buses would loop via Slauson Ave., Eastern Ave., Bandini Blvd.; then returning via Garfield, Telegraph, Malt, Garfield, Olympic, Ferris and Whittier to Kern. Service is to operate on a half-hourly headway between 6:00AM and 7:00PM Monday through Friday. The one-way fare would be 15¢.



AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Several ABL Golden Eagles have undergone a rehibilitation program similar to the CONTINENTAL WESTERN LINES buses described here (TB-5/67) at the CONTINENTAL CENTRAL LINES' shops at Wichita, Kansas and have now been assigned to the LOS ANGELES-NEW YORK FIVE STAR pool, replacing slightly older GE's. 6822-6825, Bus & Car Golden Eagle/6358-6361 are the buses in question.

ABL schedules were revised for the summer on June 1, however the only significant change in the west was the extension of the one round trip daily from Brush, Colo./Sidney, Neb. into Denver. This schedule now works local in Eastern Colorado, permitting the SAN FRANCISCO-NEW YORK thru schedules to speed-up--time-wise.

CONTINENTAL PACIFIC LINES (CPL)

LOS ANGELES: On June 1, with the introduction of summer schedules, CPL added

CLUB NEWS

MEETING NOTICE--NEW LOCATION

The August regular meeting of the UNITED TRANSIT BOOSTERS will be convened at 8:00PM on Sunday evening, August 13, 1967 at the home of member Lazear Israel, 936 South Genesee Ave. Los Angeles. As a result of action taken at the July meeting, which considered the findings in the recent membership survey, it was decided that inasmuch as attendance had dropped off at meetings, it was no longer prudent or necessary to hire a large room in which to meet. Mr. Israel came to our rescue by offering the use of his home for meetings on a perminant basis until better arrangements can be made. As a result, all future regular meetings will be held at this location until further notice.

The meeting place is located on the west side of Los Angeles, half a block north of Olympic Blvd. and three blocks east of Fairfax Ave. The meeting place may be reached from downtown Los Angeles by boarding an SCRTD Line 4--OLYMPIC BLVD. bus on Hill St., riding to Olympic & Genesee; from Hollywood or other connecting lines, SCRTD Line 89--FAIRFAX AVE. will take you to Fairfax & Olympic.

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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.

UTB MEMBERSHIP DUES ARE:

For 1967:

Regular	$3.00
Equipment Preservation Class	$5.00

Effective January 1, 1968:

Regular	$4.00
Equipment Preservation Class	$6.00

All rates quoted are on a calendar year basis.

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--P. Allen Copeland

CALIFORNIA--CPL (CONTINUED)

one round trip between San Francisco and Sacramento, connecting with the additional LOS ANGELES-SEATTLE schedule.

Due to changes in pool assignments, three of the four SACRAMENTO-SAN FRANCISCO schedules are serviced by GMC PD-4104's; the fourth by a Silver Eagle. Prior to this, the only CWL 4104's in regular service was on the FLAGSTAFF-PRESCOTT-PHOENIX LOCAL.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: EDWARD PIERCE, formerly Director of Traffic for CWL and CONTINENTAL PACIFIC LINES has moved to Dallas and has taken the position of Assistant to the President (T. S. REECE) of TRANSCONTINENTAL BUS SYSTEM, INC. HENRY VAN INGELGUM, currently Traffic Manager for AMERICAN BUSLINES, INC. will re-

CALIFORNIA--CWL (CONTINUED)

place Mr. Pierce.

Two PD-4106 G. M. Coaches (see Equipment Report) formerly owned by SAFEWAY TRAILS, INC. have appeared in Los Angeles and have been reconditioned and renumbered 4124 and 4125. The first assignment for both coaches will be charter trips to Alaska. These two coaches are the first 4106's for CWL and the first owned by any of the companies that were controlled by TRANSCONTINENTAL BUS SYSTEM during 4106 production years (1961-1965). Several of the companies that TBS purchased last year have 4106's on their rosters.

With the June 1 summer schedule changes, CWL added two LOS ANGELES-NEW YORK Silver Eagle schedules, one via Needles and Oklahoma City, the other via Salome and Wichita. Eight new Silver Eagles (TB-5/67) have been assigned to these pools. Also added was one LOS ANGELES-SEATTLE round trip.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: SCRTD has been forced by a combination of circumstances beyond its control into the first general fare increase since 1962--actually the first in the District's history, since it didn't succeed the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY until 1964. The District's original 1967 budget, adopted late last year, indicated that it would be necessary to find additional revenue during the course of the year, but it was decided to delay the "moment of truth" as long as possible. Meanwhile, an effort was made to secure an operating subsidy from the City and County governments in order to offset the anticipated deficit.

By late June, the District's estimated deficit for the year had grown to some $3,363,000 broken down as follows:

$1,442,000	increased labor costs (BRT contract)
105,000	increased labor costs (Amalgamated contract)
102,000	increased labor costs (non-contract)
63,000	increased petroleum costs
1,650,000	previous estimate

Part of the deficit could have been avoided by extensive service reductions. The management advised against such a step, though, since it would have been sure to reverse the slight upward trend in transit patronage. Instead, in the absence of the hoped-for subsidy, it was decided to increase fares.

Under the new tariffs, effective July 9th, the basic cash fare goes from 25¢ to 30¢, except on Line 100-CENTURY BLVD. Upon learning of the impending fare increase, federal government officials advised RTD that they will pay the difference between the old and new fares for persons originating or terminating on Line 100 (a new SCRTD route, initiated as a demonstration project under a federal HUD grant). On return trips, passengers presenting a Line 100 transfer will be given a coupon good for a five cent discount on the next trip. Since the zone increments (8¢ up to $1.13, then 7¢) will not be changed, this means that multiple-zone fares will also go up 5¢. Tokens, good for the initial fare on Los Angeles Local Lines, will go up to 30¢ and will be sold only at Divisions (garages), agencies, etc., not o n the buses. The Shopper's Pass, sold for mid-day riding in downtown Los Angeles, will go from 30¢ to 35¢. There is no change in the 5¢ transfer charge or the special fares for students and Senior Citizens. (In effect, the Senior Citizen's card will now be good for a 10¢ discount from the regular fares, which was the case several years ago.

CALIFORNIA--SCRTD (CONTINUED)

Further changes will be made August 1st, though, which will bring the total transportation cost for many regular SCRTD patrons well below what it has been for the past several years. August 1st will see the introduction of new monthly passes at a cost of only $12.00--$9.00 for card-holding Senior Citizens. Both of these passes will be good for the initial 30¢ fare for unlimited riding at all times anywhere on the system. For multiple-zone rides on a single vehicle, the pass user will have to pay only the difference between 30¢ and the total fare for the journey. (Theoretically, it would be possible to make lengthy journeys entirely on a pass, getting off at each fare limit en route, but this would hardly be worth the trouble.) Passes will not be sold on the buses, but will be available at Divisions, agencies, etc.

Revenue passes are not an innovation in Los Angeles, although none have been sold by SCRTD or its predecessors since 1950. LOS ANGELES TRANSIT LINES had an Inter Zone weekly pass until 1950, and outer zone and system-wide weekly passes until 1948. Until 1948, there was also a Joint Weekly Pass that was good on LATL, LOS ANGELES MOTOR COACH CO. and PACIFIC ELECTRIC RAILWAY local lines within the limit of a 10¢ fare from downtown Los Angeles (roughly comparable to the present zone 2 limits). In connection with all of these passes, though, a passenger riding beyond the area for which the pass was good had to pay the full cash fare for that part of his ride. At one time, PERy also had a $1.00 Sunday pass that was good for unlimited riding anywhere on the system except east of Upland.

As the SCRTD Board considered these tariff changes, the subsidy question was still undecided. The City Council had deleted the RTD subsidy from the first budget that it adopted, but Mayor Yorty had vetoed this budget. The transit subsidy was then restored in the revised budget, subsequently adopted by the Council (although not as much as RTD had requested), but this was conditioned on the County also granting a transit subsidy. The RTD Board met just before the County Supervisors took up the question, so authorized the fare increase to go into effect only if the subsidy request was refused. The County Supervisors, later the same day, turned down the RTD subsidy by a 3-2 vote (Supervisors Debs and Hahn were the two who voted in favor of the subsidy). This action by the Supervisors, in effect, also served to ratify the RTD fare increase and veto the aid already approved by the City.

The RTD management estimates that the new fares will "enable the District to operate in the black for a good part of next year". The zone system is under study, however, with the possibility in mind of reducing the number of fare zones and raising the zone increment to 10¢.

Another new RTD service has been established, Line 87--HOLLYWOOD BOWL FREEWAY FLYER. This is a special non-stop service to and from the Bowl over two separate routes and operated only for Tuesday and Thursday performances at the Bowl. One route operates from the Century Plaza Hotel (in Century City) via Ave. of the Stars, Santa Monica Blvd., and Highland Ave. to Odin St.; the other from the Sportsmens Lodge (at Ventura & Coldwater Canyon Blvds. in the San Fernando Valley) via Ventura Blvd., Cahuenga Blvd. and the Hollywood Freeway frontage roads to Highland & Odin. Fares are to be collected on a round-trip basis only, the fare on either route having been set at $1.50 for the round trip. Service started July 4th, with the opening of the Hollywood Bowl's 1967 season.

The RTD's June 25th schedule changes were accompanied by a number of unexpected equipment shifts. Coaches 5800-5814 (Flxible F2D6V-401-1's) are now at Division 12 (Long Beach), from which they serve Lines 33--LOS ANGELES-WATTS-

CALIFORNIA--SCRTD (CONTINUED)

COMPTON-WILMINGTON and 34--LOS ANGELES-LYNWOOD-BELLFLOWER. Line 33 had 5200's (GM TDH-5301's) back in 1961 and early 1962, but this is the first use of "New Look" equipment on Line 34. Along with the 5800's, 2389-2399 (GM TDH-4801's) have replaced all of the 2100's and 2200's that were at Division 12. This breaks up two classes of coaches that had remained intact for several years. The 2200's had been assigned to Division 12 continuously since 1961. This class consists of 20 TDH-4801's, and SCRTD's only two TDH-4512's (2220-2221), the latter having been acquired from CROSS TOWN SUBURBAN BUS LINES. The LOS ANGELES METROPOLITAN TRANSIT AUTHORITY and SCRTD have treated the 2200's as a continuation of the 2100 series (GM TDH-4801's) but even the 4801's came to LAMTA's predecessor, METROPOLITAN COACH LINES, as a separate order. The 2200's are now split between Divisions 7 (West Hollywood) and 4/5 (54th & Arlington), with the 4512's to be found on South Bay Lines 101--REDONDO BEACH-CRENSHAW, 102--[illegible]IATION BLVD.-EL NIDO and 103--MANHATTAN BEACH-YUKON AVE. This is also the first time any of the 2300's have ever been regularly assigned to other than "west side" lines. MCL used them principally on Lines 75--BURBANK-GLENDALE-LOS ANGELES-BEVERLY HILLS-SANTA MONICA-VENICE-CULVER CITY-LOS ANGELES, 83--WILSHIRE-SUNSET, 91--HOLLYWOOD BLVD. and 94--SANTA MONICA BLVD. and to a limited extent on Line 93--LOS ANGELES-HOLLYWOOD-NORTH HOLLYWOOD-VAN NUYS. Since 1958, they have all been based at Division 7, except for a brief sojurn at the old Division 4 (Vineyard) in 1960.

A comparison of current assignments with those in effect a year ago reveals the equipment requirements (and, probably, the amount of service scheduled) to be quite similar. The greatest change, in fact, is an increase of 16 buses at Division 3 (Ave. 28 & Idell)!

The fleet of trolley coaches that were storred at Macy St. Yard following the abandonment of trolley coach service in March, 1963 have been moved to Vernon Yard. Thus far, only two (8002 and 9106) of the 109 trolley coaches on hand in 1963 have been sold.

On August 1st, SCRTD will purchase two Los Angeles area independent bus operators, PASADENA CITY LINES and INGLEWOOD CITY LINES. The District will acquire the 41-bus PCL system for $200,000, while paying $70,000 for the 17-bus ICL company. To be included in the sale will be 58 buses and shop equipment, but no real estate. Routes and fares will remain as at present until it can be decided how best to merge the new routes into the present system. This move was a surprise to all of us, as this was the first private company to have been acquired by SCRTD/LAMTA since 1961, when CTSBL was acquired, and is opposed to policies stated by RTD management. Exact details regarding the routes, equipment and schedules of the two new acquisitions will be presented here next month.

The following are the buses that have been painted in RTD colors of chrome yellow, saddle tan and white since our last list: TDH-5301: 5400 and 5459; F2D6V-401-1: 5731.

ATKINSON/SOUTH LOS ANGELES TRANSPORTATION CO. (ATCo/SLATCo)

LOS ANGELES: Effective June 26, 1967, several SLATCo/ATCo routes were revised. Line 1--SOUTH MAIN ST. was rerouted south on Main from 121st to 135th St. and then east on 135th to Avalon Blvd.; operating daily except Sunday. Line 5--HUNTINGTON PARK-WATTS was extended west on Imperial Highway from Avalon to Main St. to connect with Line 1. Line 2--AVALON BLVD.-120TH ST. which formerly ran from Manchester and Broadway east on Manchester, and south on Avalon, west on 121st and north on Main to Manchester and west on Manchester to Broadway was

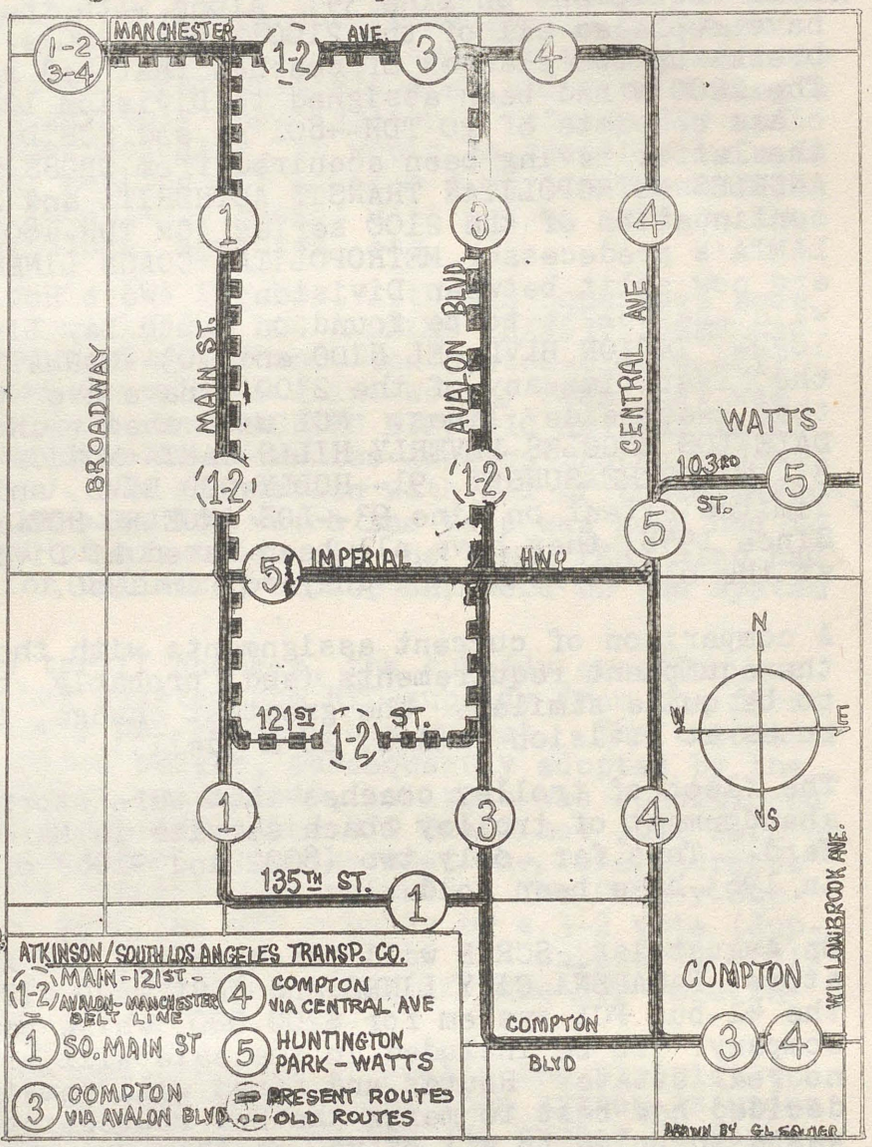
CALIFORNIA--ATCo/SLATCo (CONTINUED)

discontinued. Line 1 formerly ran over this same route, but in the reverse direction, but will now operate in both directions on Main St. Line 3--COMPTON VIA AVALON BLVD. will continue serving Avalon Blvd. points.

AIRPORT SERVICE, INC. (ASI)

On July 9th, ASI expanded its former LOS ANGELES INTERNATIONAL AIRPORT-LONG BEACH route to serve additional points in the beach city. New stops added to the route include the Greyhound bus depot, Ocean Blvd. & Pacific Ave., and the Long Beach Naval Base. Eight of the twenty round trips will travel via the Naval base, the other 12 will make connections with TERMINAL ISLAND TRANSIT CO. schedules. An additional trip leaving Long Beach at 3:00AM and the Airport at 4:30AM will now provide a 24-hour service on this route.

ASI's LOS ANGELES INTERNATIONAL AIRPORT-PASADENA route will be extended to Monrovia as soon as the extension is approved by the Public Utilities Commission. Planned stops include: San Marino (Huntington Dr. & San Marino Ave.), Arcadia (Flamingo Hotel), and Monrovia (Monrovia City Hall).



ORANGE COAST SIGHTSEEING CO. (OCSCo)

ORANGE: OCSCo has inaugurated a new route this year between Disneyland and Marineland. The route serves the Disneyland Hotel and other hotels and motels in the Anaheim area and stops en route to Marineland to visit the Ports of Call restaurants in San Pedro; passengers may, at that point, board a boat to complete the trip to the oceanarium by water. The service will be a sightseeing tour totaling five hours and includes a drive through the Los Angeles and Long Beach harbors.

TORRANCE MUNICIPAL BUS LINES (TMBL)

TORRANCE: The roster of the month for July is TMBL. Operated as a department of the city of Torrance, the line has been in business since 1941 when rail service into Torrance by PACIFIC ELECTRIC RAILWAY was discontinued without replacement, and after ASBURY RAPID TRANSIT SYSTEM cancelled their agreement to provide the service. Torrance is the third largest city in Los Angeles County and is located some 20 miles southwest of downtown Los Angeles. TMBL operates one route into Los Angeles, one route to Long Beach and two local routes in the Torrance area.

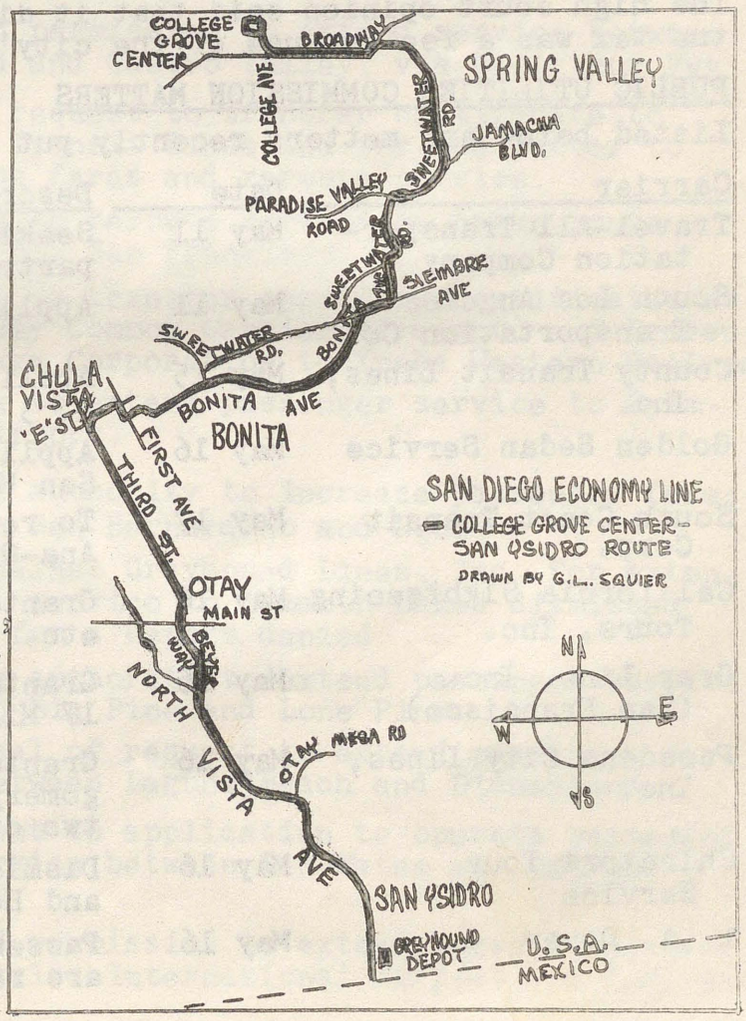
CALIFORNIA--TMBL (CONTINUED)

Bus No.	Builder	Model/Serial Numbers	No. of Seats	Year Built	Comments
324	Yellow Coach	TD-4505/134	45	1941	Ex-LAMTA 2531; to DBL 104
325	Yellow Coach	TD-4505/115	45	1941	Ex-LAMTA 2512; to DBL 108
327	G. M. Coach	TGH-3102/566	31	1956	
328	G. M. Coach	TGH-3102/567	31	1956	
329	G. M. Coach	TDH-4509/1968	45	1951	
330	G. M. Coach	TDH-4509/1969	45	1951	
331	G. M. Coach	TDH-4512/372	45	1954	
332	G. M. Coach	TDH-4512/740	45	1955	
333	G. M. Coach	TDH-4512/1182	45	1955	
334	G. M. Coach	TDH-4512/1183	45	1955	
335	G. M. Coach	TDH-4512/1184	45	1955	
336	G. M. Coach	TDH-4512/1185	45	1955	
337	G. M. Coach	TGH-3102/1115	31	1960	
338	G. M. Coach	TGH-3102/1116	31	1960	
339	G. M. Coach	TGH-3102/1117	31	1960	
340	G. M. Coach	TDH-4519/284	45	1963	
341	G. M. Coach	TDH-4519/285	45	1963	
342	G. M. Coach	TDH-4519/564	45	1964	

LAMTA - LOS ANGELES METROPOLITAN TRANSIT AUTHORITY; DBL - DOUGLAS BUS LINES

SAN DIEGO ECONOMY LINE (SDEL)

SPRING VALLEY: SDEL inaugurated a new COLLEGE GROVE CENTER-SAN YSIDRO route on May 1. Service consists of six round trips daily except Sundays and holidays, on an approximate two hour headway. Service leaves College Grove at 6:10, 8:10, and 10:10AM and 12:10, 2:35 and 5:30PM. Returning, buses leave the Border at 7:10, 9:10 and 11:10AM and 1:10, 3:30 and 6:20PM. A new timetable, printed in both spanish and english, has been issued. Route of the line is as follows: From College Grove Center via College Grove Center Rd., College Ave., Broadway, Sweetwater Rd., South Bay Freeway, Sweetwater Rd., Bonita Ave., First Ave., "E" St., Third St., Beyer Way and North Vista Ave. to a lay-over zone near the Greyhound Depot in San Ysidro. SDEL is restricted between Chula Vista (Third Ave. & "E" St.) and Otay (Third Ave. & Main St.) because of conflict with WESTERN GREYHOUND LINES Route 0--SAN DIEGO-BORDER VIA OTAY service. SDEL coach No. 76 (YC TD-4001/053) is regularly assigned to this route.



SAN DIEGO TRANSIT CORP. is to take-over

CALIFORNIA--SDEL (CONTINUED)

the SDEL SAN DIEGO-HOMELAND route in the near future. The establishment of the new route will mean that SDEL will remain in business, but with an entirely new route and operation.

SAN DIEGO TRANSIT CORP (SDTC)

SAN DIEGO: SDTC oficially took over from the former SAN DIEGO TRANSIT SYSTEM at 12:01AM on July 1, 1967. An injunction had been sought to block purchase of the system for $8 Millions, to be financed by federal and city funds, supplemented by a private bank loan. Improved service, reduced fares and purchase of 100 new airconditioned buses have been promised by SDTC.

CALIFORNIA LEGISLATURE

SACRAMENTO: The Assembly has passed a bill (by a vote of 69 to 6) that would exempt urban bus systems in the state from paying the seven cents a gallon state diesel fuel taxes; the bill now awaits action in the Senate. The tax relief would amount to $2,300,000, one-tenth of one percent of all gas taxes collected in California. Currently, twenty states and the District of Columbia have granted fuel tax exemptions.

CALIFORNIA SUPREME COURT

The California Supreme Court has ruled that the City of San Diego has the right to tax the gross receipts of charter bus companies operating within the city. The city's 2% tax had been challenged by WILLINGHAM BUS LINES (d.b.a. AZTEC BUS LINES) on grounds that it invaded a field pre-empted by the state. The high court opinion said that it did not agree with the company charge that the tax was a fee for use of the city's streets.

PUBLIC UTILITIES COMMISSION MATTERS

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

Carrier	Date	Description
Travel-All Transportation Company	May 11	Seeking a permit to operate as a charter-party carrier of passengers, Oceanside.
South Los Angeles Transportation Co.	May 11	Application for extensions of service.
County Transit Lines, Inc.	May 15	Application to reroute service on routes 1, 2, 3 and 4 in Walnut Creek.
Golden Sedan Service	May 16	Application for on-call bus service between San Mateo, etc. and Oakland Airport.
South Coast Transit Corp.	May 17	To reroute and extend Huntington Beach-Santa Ana-Orange bus service.
California Sightseeing Tours, Inc.	May 16	Granted sightseeing service to Disneyland, etc.
Gray Line, Inc. (San Francisco)	May 16	Granted permission to rivise Monterey-Carmel-17 Mile Drive Tour.
Pasadena City Lines, Inc.	May 16	Granted permission to extend service to Montgomery Ward's store and to revise service on two other routes.
Shiratori Tour Service	May 16	Dismissal of application to serve Disneyland and Hollywood.
L. A. Dover	May 16	Passenger sightseeing rights (Hollywood etc.) are revoked.

PUC MATTERS (CONTINUED)

Carrier	Date	Description
San Diego Economy Line, Inc.	May 16	Granted one year suspension of service between Calavo Gardens and Lakeside. New certificate issued.
Mt. Hamilton Stage Line	May 16	Granted permission to increase passenger and express fares.
Sightseeing San Diego, Inc.	May 18	Seeking permission to operate sightseeing service between San Diego and San Ysidro.
Pettersen Bus Company	May 19	Request to increase passenger fares is amended Fares sought to be increased are between Napa and Mare Island.
California Sightseeing Tours, Inc.	May 23	Seeking a rehearing on the recent decision which denied CSTI a certificate.
A & A Tours, Inc.	May 23	Granted a certificate to operate between Santa Barbara and Solvang.
Greyhound Lines, Inc.	May 23	Authorized to revise urban route #1.02 in the City of Berkeley.
Grey Line Scenic Tours Inc. (Reno, Nev.)	May 23	Granted in part and denied in part a request to increase passenger fares (Lake Tahoe, etc.)
Willingham Bus Lines, Inc.	May 23	Authorized to amend operations between San Diego and Disneyland.
Transcontinental Bys System, Inc.	May 23	Granted permission to extend service between Oakland and Castro Valley, via MacArthur Fwy
Leisure World Foundation	May 24	Amends request to transfer certificate to County Transit Lines and for the latter to increase fares and reroute service.
Greyhound Lines, Inc.	May 25	Seeking to reroute service on urban route #UR-13.31, San Francisco.
Mendenhall Transportation Co.	May 25	Seeking to transfer operating certificates as a Highway Common Carrier (freight) and Passenger Stage Corporation to Yreka Western Railroad
AirporTransit	May 25	Seeking to extend passenger service to Palmdale Airport.
W. D. Breland	May 31	Granted authority to increase passenger fares between San Bernardino and Nebo.
County of Mono	May 31	Case against Greyhound Lines, Inc. for extension of service to Mammoth Lakes dismissed. Motion for a Report denied.
Lone Pine Tours	June 2	Seeking authority to extend passenger service between Big Pine and Lone Pine.
Laguna Limousine Service	June 6	Dismissal of request to extend passenger service between Laguna Beach and Disneyland.
Golden Sedan Service	June 7	Amendment to application to operate passenger bus service between San Mateo and Oakland Airport.
Airport Service, Inc.	June 9	Granted permission to extend service between Los Angeles International Airport and Long Beach

(Continued on Page 12)

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 or currency is not to be inferred).

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Bus Sys.	1760-1761	Bus & Car	Silv Egl/7171-7172	
Continental Rockey Mountain Lines	1970	Bus & Car	Silv Egl/????	
Continental Dixie Lines	2784	Bus & Car	Silv Egl/7175	
American Buslines	6983-6992	Bus & Car	Silv Egl/7180-7189	
Denver-Colorado Sprgs.-Pueblo Motorways	8716-8717	Bus & Car	Silv Egl/7030, 7091	Additional information
Western Greyhound Lines	7900-7979	G. M. C.	PD-4107/780-859	Correction to
	7980-7999	G. M. C.	PD-4107/893-912	May report
Airport Service, Inc.	5005-5006	G. M. C.	PD-4107/703-???	Add'l info.
Roesch Lines	421-422	G. M. C.	PD-4107/878-879*	*422 not verified.
Eastshore Lines	308	G. M. C.	PD-4107/705	38-seat, Rstrm.
Airport Coach Service	207	G. M. C.	PD-4107/670	Add'l info.
(The following are new G. M. C. buses delivered to western operators since 1964 as provided by the Motor Bus Society. Some have been listed here before, however some of the details may not have been available to us at the time of listing.)				Delv. Date
Western Transit Co. (Billings, Mont.)	60-65	G. M. C.	TDH-3501/003-008	8/64
Montebello Municipal Bus Lines (Calif.)	23-26	G. M. C.	TDH-3501/113-116	9/64
Spokane Suburban Lines (Wash.)	165-167	G. M. C.	TDH-3501/126-128	10/64
San Jose City Lines	3501-3508	G. M. C.	TDH-3501/163-170	11/64
Culver City Municipal Bus Lines (Calif.)	3501-3502	G. M. C.	TDH-3501/188-189	12/64
	3503-3504	G. M. C.	TDH-3501/596-597	10/66
Stockton Metropolitan Transit District	1800-1809	G. M. C.	TDH-3501/255-264	7/65
	1810-1815	G. M. C.	TDH-3501/793-798	2/67 (Aircond.)
Alaska Overland, Inc. (Fairbanks, Alaska)	230-231	G. M. C.	TDH-3501/393-394	10/65
Vallejo Transit Lines	30-36	G. M. C.	TDH-3501/445-451	11/65
Evergreen Bus Lines (Medford, Ore.)	301-302	G. M. C.	TDH-3501/454-455	11/66
Public Service of Colorado (Boulder)	3, 5	G. M. C.	TDH-3501/465-466	11/66
	23-24	G. M. C.	TDH-3501/498-499	9/66
Albuquerque Transit System (New Mexico)	407-424	G. M. C.	TDH-3501/577-594	10/66

EQUIPMENT REPORT (CONTINUED)

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES (CONTINUED)				Delv. Date
City of Salem, Ore.	600-616	G. M. C.	TDH-3501/692-708	11/66
Oxnard Municipal Transit System (Cal.)	31-39	G. M. C.	TDH-3501/760-768	12/66
County Transit Lines (Walnut Creek, Cal.)	101-103	G. M. C.	TDH-3501/776-778	12/66
Lockheed Missiles and Space Co. (Calif.)	SV620-SV622	G. M. C.	TGH-3501/001-003	9/64 (Mountain
	SV626	G. M. C.	TDH-3501/780	2/67 View)
University of Calif. (Berkeley)	---	G. M. C.	TGH-3501/004	9/64
	---	G. M. C.	TGH-3501/062	11/65
Santa Rosa Municipal Transit (Calif.)	106-107	G. M. C.	TGH-3501/009-010	9/64
	108??	G. M. C.	TGH-3501/077	9/66
Nevada Transit Lines (Reno)	11-12	G. M. C.	TGH-3501/018-019	9/64
Provo City Lines (Utah)	3--	G. M. C.	TGH-3501/065	9/66
Peninsula Transit Lines (Palo Alto, Calif.)	269	G. M. C.	TGH-3501/087	11/66
Alameda-Contra Costa Transit District	795-804	G. M. C.	TDH-4519/1352-1361	11/66
	345-364	G. M. C.	TDH-5304/1544-1563	11/66 (Correction)
Gray Line of Los Angeles (Calif.)	4910-4914	G. M. C.	SDM-5302/1001-1005	6/67 Aircond. glass roofs.
University of Calif. Medical Center	---	G. M. C.	TDH-5303/5884	3/67
USED BUSES				
Continental Bus Sys.	1807-1808	Kassbor.	Gdn Egl/27752-27753	Ex Continental Sothn 5806-07
Continental Western Lines	4102-4104	G. M. C.	PD-4104/588-9, 443	Returned from
	4107, 4109	G. M. C.	PD-4104/1161, 1163	D-CS-P Motorways
	II-4124-4125	G. M. C.	PD-4106/2789-2790	Ex-Safeway Trails S551-S552
Antelope Valley Bus Lines, Inc.	614, 714, 814	G. M. C.	PD-4103/????	Ex-Western Greyhound Lines
Gray Line of Los Angeles	1	G. M. C.	TDH-5103/014	Ex-Long Beach PTCo II-4576 (Repainted red, silver & white)
California Parlor Car Tours	40-55	G. M. C.	PD-4106/231-246	Ex-WGL 7700-7715
	56	G. M. C.	PD-4106/???	Ex-WGL 77??
	57-58	G. M. C.	PD-4106/249-250	EX-WGL 7718-7719
	59	G. M. C.	PD-4106/950	Ex-WGL 7720
El Paso City Lines	4102-4111	G. M. C.	TDH-5105/1000, 1086, 1011, 1092, 1023, 1009, 1033, 1085, 1088 and 1089	Ex-NOPSI 1800, 47, 11, 53, 23, 09, 43, 46, 49 and 50

EQUIPMENT REPORT (CONTINUED)

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
USED BUSES (CONTINUED)				
El Paso City Lines (Continued)	4127-4133	G. M. C.	TDH-5105/1090-1091, 1093-1097	Ex-NOPSI 1851-1852, 1854-58
Linas De Transportes (Tijuana, Ba. Cal.)	3	Yellow	TD-4505/098	Ex Suburban Transit 431
	5	Yellow	TD-4502/072	Ex LAMTA 6073
	18	G. M. C.	TDH-4509/071	Ex SDTS 917
	22	G. M. C.	TD-4506/125	Ex Bayshore T.L. 653
Arrow Charter Lines	1203-1204	G. M. C.	PD-4104/????	Ex-??
Pacific Scenic Lines	116	Yellow	TD-4005/plate missing (ID #DRF-53852)	Ex-San Diego Transit Sys.
Douglas Bus Lines	112	Yellow	TD-4505/343	Ex Bayshore T.L. 650
Long Beach Public Transportation Co.	4587-4589 (2nd series)	G. M. C.	TDH-4512/1347, 1671-1672	Ex-Santa Monica MBL 4514, 4519-4520 (leased)

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PUC MATTERS (CONTINUED)

Carrier	Date	Description
Airport Limousine Service	June 14	Seeking authority to operate between Corte Madera and San Francisco International Airport.
Douglas Bus Lines, Inc.	June 14	Amendment to request to increase passenger fares (Long Beach, Fullerton, etc.)
M & M Charter Lines, Inc.	June 15	Seeking to reroute service on route #5 between San Ysidro and Westchester so as to serve Leisure World.
Greyhound Lines, Inc.	June 19	Requesting permission to reroute service between Barrydale Jct. and West Martinez Jct.
Eastern Cities Transit, Inc.	June 16	Asking permission to establish a route extension to City of Commerce on a temporary basis
Red Top Bus Service	June 20	Authorized to transfer operating certificate for service between Blythe and Calexico to Blythe-Calexico Shortline Stages.
South Los Angeles Transportation Co.	June 20	Granted authority to extend passenger bus service in Los Angeles County. A new "in lieu" certificate is issued.
Watts-Compton Improvement Assoc.	June 23	Seeking authority to establish bus service between South Central Los Angeles area and various industrial areas.
San Diego Transit System, Inc.	June 26	Requesting permission to transfer certificates and utility property to City of San Diego and San Diego Transit Leasing Corp.