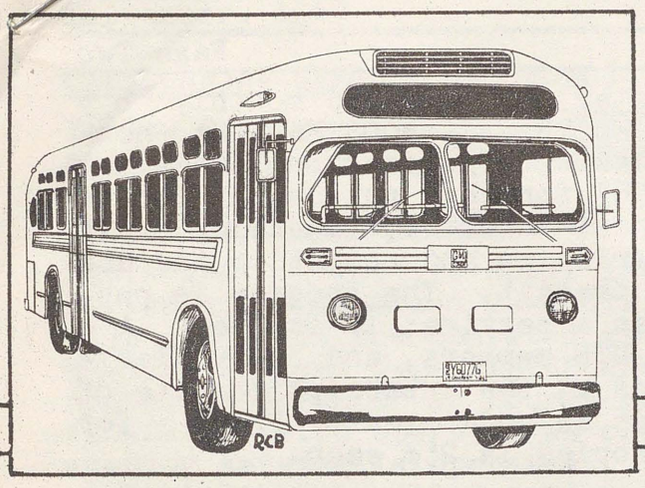


THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 9 September, 1967 Twenty Pages

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: On September 10th the following service changes became effective:
Line 1--EL CAJON BLVD. LOCAL: three Friday night outbound and one inbound trip added.
Line 2--THIRTIETH STREET: two afternoon Niles St. shuttle trips were added on school days only.
Line T--CROWN POINT: a 30 minute headway is now operated continuously from about 6:00AM until the end of service--approximately 7:00PM. 45 minute base and 40 minute rush hour headways were previously operated. Saturday and Sunday service was doscontinued for the winter.

Drivers and receiving clerks held a four hour work stoppage on September 7 during negotiations over a new labor contract. Negotiators have agreed on a pay increase of 60 cents an hour over 32 months and improved vacations. Negotiations bogged down on a union proposal to eliminate a clause requiring an employee to be sick two days without pay before receiving sick pay.

GMC TDH-5301 buses 257-260 have been repainted in four new and different paint schemes. 257 is painted a two-tone-green and white, the darker of the two greens being the same as the green used on SDTS's last paint scheme; 258 is two-tone-blue and white, in a scheme identical to that of SANTA MONICA MUNICIPAL BUS LINES, except that the dark blue is darker than SMMBL's; 259 is gold, blue and white; and 260 is yellow and white, similar to PASADENA CITY LINES' last scheme. Residents of San Diego were asked to vote for their choice of the four schemes. GM TDH-4509 No. 985 has been sold to an (unknown to us at this time) operator in Utah; it has been repainted white over red, divided by a thin black stripe.

The monthly transit take-one, "This Month in San Diego", was discontinued effective with the June issue. New schedules, effective September 10th, bear the new name of the property--SAN DIEGO TRANSIT CORPORATION.

DESERT HOT SPRINGS: The possibility of a Desert Hot Springs Municipal bus service linking the community with Twenty-Nine Palms and Palm Springs will be considered soon by the City Council there. The council study is scheduled following the decision of a State Public Utilities Commission examiner that Desert Hot Springs' request for expanded bus service could not be considered at a public hearing on the quality of service presently offered by TWENTY-NINE PALMS STAGE LINE.

CLUBNEWS

MEETING NOTICE

The October regular meeting of the UNITED TRANSIT BOOSTERS will be convened at 8:00PM on Sunday evening, October 8, 1967 in the home of member Lazear Israel, 936 South Genesee Avenue--on the west side of Los Angeles. The meeting location is 1/4 block north of Olympic Blvd. and three blocks east of Fairfax Avenue, and may be reached by public transportation from downtown Los Angeles by boarding a SCRTD Line 4--OLYMPIC bus southbound on Hill St., and riding to Olympic & Genesee; or from Hollywood or connecting lines on 89--FAIRFAX buses to Olympic & Fairfax. Dates for the meetings for the remainder of the year, which will be held at the same time and place, are November 12th and December 10th.

NEW MEMBER

Accepted for membership at the September meeting was John H. McKane (No. 55) of San Francisco, Calif. Welcome aboard, John.

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CALIFORNIA (CONTINUED)

SUN CITY: Residents of this Riverside County retirement community are attempting to have a free shuttle service inaugurated between Sun City and the Greyhound Depot in Elsinore. WESTERN GREYHOUND LINES refused to provide the service, as they feel it would be a money losing operation. The Sun City Civic Association is considering a petition to the California Public Utilities Commission to require WGL to provide the service HEMET BUS LINES ran two trips a day between Sun City and Riverside via Perris a few years ago, but discontinued service because of insufficient revenue.

CALIFORNIA BUS LINES (CBL)

RIVERSIDE: Effective April 10th, CBL reduced service from 60 minutely, with alternate service to the University of California at Riverside, to a rough 75/90 minute headway, with all trips through UCR. The final trip of the night now leaves the Riverside Greyhound Depot at 11:15PM

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: In the anticipation of the arrival of their new Flxible buses, SBMTS is now in the process of scrapping several of their pre-war

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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CALIFORNIA--SBMTS (CONTINUED)

Yellow Coaches. Included are: TD-3602 #503, TD-4001's #700, 708 and 709, and TD-4005's #703, 704 and 705.

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: Effective April 1st route changes were made as follows: Lines 1--FASHION SQUARE and 2--SOUTH BROADWAY were discontinued; Line 3--SOUTH MAIN STREET is now operated as a separate line on a 30 minute headway; Lines 4--SULLIVAN and 5--NORTH BROADWAY are operated as one line (are through routed) and run on an hourly headway; Lines 6--HONER PLAZA and 7--SOUTH FLOWER are also operated as one line on an hourly headway. No Sunday or evening service is operated. Vehicle requirements have been reduced from eight to three. All Saturday service continues on an hourly headway. SATC's "Ride N Shop" program is now honored by over fifty Santa Ana merchants.

GOLDEN WEST TRANSIT LINES (GWTL)

SANTA ANA: Effective July 1st, GWTL reduced service on the SANTA ANA-GARDEN GROVE line from hourly to 90 minutely, with a two-hour mid-day service gap. Saturday service was eliminated completely.

ANAHEIM JITNEY SYSTEMS, INC. (AJSI)

ANAHEIM: During June AJSI revised its route 2, formerly a two-way loop service, into two new routes, 2A--WEST ANAHEIM and 2B--EAST ANAHEIM; night and Sunday service was eliminated on these routes.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo)

LONG BEACH: On June 18th, Line 1--PACIFIC COAST HIGHWAY-EASY AVENUE had one night trip to the Navy Hospital added to its schedule. The extension on the Easy Ave. leg of the line from 34th & Delta to Maddox & Gale, established in 1966, is now served by evening trips; previously, only daytime service was provided. Service after 8:24PM on the Easy Ave. leg on Sunday nights has now been eliminated. On Line 4--ANAHEIM ST.-MAGNOLIA AVE. two evening round trips to Long Beach State College were instituted; morning rush hour service has been increased from 30 to 15 minutely.

AIRPORT SERVICE, INC. (ASI)

LONG BEACH: Effective August 28th ASI inaugurated service between Monrovia, Arcadia and San Marino and the Los Angeles International Airport, providing seven daily round trips. Service on an "on call" basis for a minimum of five fares was established between the Long Beach area, the Pasadena-Monrovia area and the Ontario International Airport.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: ABL instituted new schedules on September 6th calling for the elimination of one SAN FRANCISCO-SALT LAKE CITY round trip, addition of one SAN FRANCISCO (DEPOT)-EAST RENO (NUGGET CASINO) round trip and removal of the additional summer only round trip between Los Angeles and Dallas.

ABL has received ten new Silver Eagles and have assigned them as follows:

Los Angeles-Oklahoma City-New York pool -- 5
Los Angeles-Salt Lake City-Washington D.C. pool -- 1
Los Angeles-Norfolk pool -- 4

Copies of the 1967 SCRTD Survey Special Bulletin are available for $1.25ea

CALIFORNIA (CONTINUED)

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Effective with the inauguration of Fall Schedules on September 6th, CWL eliminated one round trip on the LOS ANGELES-NEEDLES-WICHITA-NEW YORK route. Coach No. 4123 (GMC PD-4104/3828) has been assigned to the FLAGSTAFF-PRESCOTT-PHOENIX LOCAL and, due to change in pool assignments. is the only non-Eagle that CWL is now using in regular service. All LOS ANGELES-SAN FRANCISCO schedules are now using the MacArthur Freeway between Hayward and Oakland in place of the Nimitz Freeway (State Highway 17). For service to Hayward, local schedules leave the freeway at Foothill Blvd; for service to San Leandro, schedules leave the freeway at Estudillo Avenue.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The contract for 200 new buses, reported last issue, was awarded September 13th. Flxible was the low bidder, but had made alternate proposals for GM engines with Allison transmissions and Cummins engines with Spicer transmissions. The lowest bid was that including Cummins engines, but the RTD management had advised against such equipment on the basis of problems encountered with the 5600's and 6000's, both so equipped. Others, most significantly RTD Board President A. J. EYRAUD (who is in the trucking business, and should know more about engines than other Board members), contended that the Cummins engine was quite satisfactory.

The coach bids had been based on the contract being awarded in August. When the local Cummins representative made a concerted appeal at the special RTD Board meeting held for the purpose on August 31st, and offered extended warranties on both new and existing equipment, Flxible agreed to extend the price 15 days.

The engine question was studied extensively by the Board's Budget & Operations Committee. During late August and early September, 5000's (GM TDH-5303's) were found on line 53 (which normally uses 6000's) and 6000's (Flxible F2DV8C-401-1's) on line 26 (which normally used 5000's) for comparison tests of both types in both interurban (line 53) and heavy city service (26).

The decision was made on September 13th to order the 200 Flxibles with GM 6V-71 engine, Allison Super-V automatic transmission and airconditioning. These will be RTD's first Flxibles with Allison transmissions, all others having been Spicer-equipped. They will also be the District's first large fleet of airconditioned buses, although the 25 5600's in interurban service and two of the new 2400's in Pasadena local service (see below) are airconditioned. Below are the sizes and prices of the new buses:

$5,519,131.51 for 175 51-seat transit buses
769,450.00 for 25 45-seat transit buses

State sales tax of 5% will apply to these prices.

The five GM TDH-4519's ordered by PASADENA CITY LINES have been received and placed in Pasadena Local service by SCRTD. Numbered 2405-2409 (see also Equipment Report), only 2408-2409 are airconditioned. These new buses arrived in PCL's yellow-and-white paint scheme, but 2405-2407 now sport standard RTD colors. Other ex-Pasadena coaches repainted thus far include 6668, 6669, 6672 (GM TDH-3610's), 6950 and 6953 (GM TDH-4507's).

All of the 2400's are now assigned to Line 1--COLORADO ST. (et. al.), with ex-PCL 6900's (GM TDH-4507's) on Lines 2--LINCOLN-HILL and 3--FAIR OAKS-LAKE. The GM TDH-4517's (now SCRTD 2400-2404) were regularly used on Line 1 at first, but all had been on Line 3 in PCL's later days, while some Line 1 runs used 8600's (TDH-3610's).

CALIFORNIA--SCRTD (CONTINUED)

The addition of the new 2400's released more ex-PCL 6600's (TDH-3610's) for Inglewood service. 6672-6681 are now on former Inglewood City Lines routes, along with ex-LOS ANGELES TRANSIT LINES TDH-4507's 6933, 6940 and 6949. The only ex-ICL buses now in service are 2222-2223 (TDH-4512's), 6682-6684 (TDH-3612), 6959-6961 (TD-4507) and 6962 (TDH-4509). 2200's and 6900's now are serving Line 2--WESTCHESTER-108TH & WILTON, 6600's lines 1--EUCALYPTUS 3--LOS ANGELES AIRPORT-PRARIE AVE. and 4--NORTH INGLEWOOD-DANIEL FREEMAN HOSPITAL.

Official route descriptions adopted for the Pasadena and Inglewood local lines use the 180 and 190-series numbers listed last month, but lines are still identified by their old numbers insofar as the public is concerned. There is also a "line" 198, which appears to be an inglewood counterpart to school service line 48.

(The PASADENA CITY LINES and INGLEWOOD CITY LINES histories and rosters have been postponed on account of the coverage devoted in this issue to the new Los Angeles GREYHOUND/SCRTD station.)

Use of Terminal 20 (the former Georgia St. car yard) for mid-day bus storage was discontinued with the schedule changes effective September 10th. Most of the runs formerly pulling-in to Terminal 20 now go to Division 2 (16th & San Pedro) instead.

Contrary to our previous report, only the Catalina and Marineland connection trips of Line 37 (HARBOR FREEWAY FLYER) go into the new Los Angeles station. Other night and weekend service loads and unloads on the street.

SCRTD has proposed the extension of Lines 36 (LONG BEACH FREEWAY FLYER) and 124 (LONG BEACH-ANAHEIM-FULLERTON) to Pier J, Long Beach to serve the Queen Mary. LONG BEACH PUBLIC TRANSPORTATION CO. has argued against this extension, as they hope to carry the passengers between downtown Long Beach and the Queen Mary on English double-deckers. LBPTCo General Manager WILLIAM FARELL addressed the District's Board aided by both LBPTCo and city attorneys. They listed various other places where passengers are required to change from one carrier to another and noted that LBPTCo has forgone various service extensions into areas served by RTD. Action on the RTD extensions was deferred and the management asked to confer with that of LBPTCo in the hope of working out an amicable agreement. General Manager DALE W. BARRATT expressed certainty that the District's position wouldn't change.

Line 74--NORTH HOLLYWOOD-VAN NUYS-SAN FERNANDO has been rerouted at San Fernando Valley State College. It now uses a new paved bus bay provided by the College.

The consolidation of public time table folders continues. The latest such consolidations include lines 6-25-43, 26-30-32, 33-34, 36-37, 44 (Beverly and Adams portions), 45-120, 52-79, 54-95 and 124-127.

Repairted in the District's standard colors of "saddle tan, chrome yellow and white" since our last listing were the following buses:

TDM-4515's: 2028, 2032; TDH-4801: 2308
TDH-5301's: 5238, 5249, 5250, 5341, 5352, 5371, 5400, 5404, 5406, 5423, 5442, 5445, 5449; F2D6V-401-1's: 5703, 5704, 5730, 5731.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: Effective September 1st, two new tours, 19D--KNOTT'S AND WAX MUSEUM and 20D--MARINELAND OF THE PACIFIC were established from Anaheim-Buena Park and other Orange County points.

CALIFORNIA (CONTINUED)

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: Line 1--WASHINGTON BLVD. service was changed from a 17 minute weekday, 15 minute Saturday and 20 minute Sunday headway on June 18th to a straight 20 minute headway seven days a week.

OXNARD MUNICIPAL TRANSIT (OMT)

OXNARD: OMT sill soon inaugurate service to the Point Mugu Naval Missle Center and the Camarillo State Hospital. There will be 16 daily trips to Point Mugu with three trips continuing to the state hospital. Fares to the naval base will be 35-cents and 55 cents to the hospital. Sunday, holiday and evening service is also planned for a portion of the system.

SAN JOSE CITY LINES (SJCL)

SAN JOSE: SJCL is seeking a fare increase from its present 20¢ (18¢ token rate)charge to a 25¢ (19¢ token rate) fee. The increase proposal has been approved by the City Council. SJCL officials noted that passengers carried for the first seven months of 1967 was down 5.32% from the same period last year. The increase is expected to be "merely enough to offset increased costs of operation".

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Schedule folders 1-13 were reissued on September 6th in orange and black ink. Among the more important changes were the following: In SFBACR's Contra Costa Division, one round trip was eliminated on Line S--OAKLAND-BERKELEY-WALNUT CREEK, while two round trips were added on Line T--SAN FRANCISCO (TRANS-BAY TERMINAL)-WALNUT CREEK, with extensions to Concord; in Los Angeles, the LONG BEACH-SANTA MONICA LOCAL line was completely rescheduled--Monday through Saturday schedules consisting of six through trips, eight Long Beach-Redondo Beach trips and one Long Beach-Torrance trip, were changed to six through trips, four Long Beach-Recondo Beach trips and one Santa Monica-L. A. International Airport trip. Sunday and holiday service consisting of six through trips and four Long Beach-Redondo Beach trips was changed to six through trips, one Santa Monica-L.A. International Airport trip and two Redondo Beach turnbacks. SAN PEDRO TRANSIT LINES, who operates the former HARBOR CITY-SAN PEDRO branch of the WGL LONG BEACH-SANTA MONICA LOCAL, readjusted its schedules so as to connect with the new WGL schedules; on the SFBACR Peninsula Division, Line Z--SAN FRANCISCO-SAN BRUNO-SAN MATEO trips are now terminating and originating at San Mateo Drive and Baldwin Ave., about three blocks inbound from the San Mateo depot; the V.I.P. Executive Coach service, inaugurated in June with two round trips, operating between Portland, Ore. and Seattle, Wash. has been expanded to seven round trips, one of which has been extended to Vancouver, British Columbia (Canada), one trip also serves Tacoma--special features of this service include stero tape music, red carpeting over the entire floor, and a coat rack, the buses have a special red, white and blue paint scheme and have 36 seats--modifications to VIP coaches 7900-7903 were made by the WGL maintenance force; two schedules northbound from San Jose (one originating at San Diego, the other at Monterey) are now serving the San Francisco International Airport. Comparable southbound service has been in effect for some time, and consists of three trips.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: On June 18th, the 24th St. branch of Line 6--FREEPORT BLVD.-TWENTY-FORTH ST. was extended Monday through Friday from Sacramento Manor

CALIFORNIA--STA (CONTINUED)

to Tangerine & oy on an hourly headway throughout the day. On Sundays, service was established from 57th Ave. & 24th St. to Sacramento Manor on an hourly headway from 6:00AM to 9:00PM.

The STA system route map, complete with the famous drawing of SAN DIEGO TRANSIT SYSTEM bus No. 222 (a GM TDH-5301), which has been used by many operators, now appears in the "yellow pages" of the Sacramento telephone directory.

The four new Minibuses recently purchased by STA, with airconditioning and new-look front ends, are now in service on the five-minutely free-fare Downtown Shoppers Shuttle service. The cost of operating the shuttle is paid for by Sacramento merchants.

FRESNO TRANSIT (FT)

FRESNO: The municipal bus system here has changed its name from FRESNO MUNICIPAL LINES to FRESNO TRANSIT. In addition, it has adopted a new blue and white paint scheme. This will be the third set of fleet colors for this operator; the previous scheme was salmon and white, the first scheme was a combination of white, yellow, powder blue and silver. The changes were instituted in an attempt to create a new image, so as to eliminate the $20,000 monthly loss.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: Effective July 1st, BMTS instituted route changes as follows:

Line 1--MAYFLOWER-VALLEY PLAZA: This line (formerly MAYFLOWER-CASTRO) was rerouted to serve the new Valley Plaza Shopping Center. Evening service formerly operating until 8:30PM now terminates at 6:30PM.

Line 2--VIRGINIA COLONY-STOCKDALE HWY.: This line (formerly VIRGINIA COLONY) has reverted back to its 1964 routing and schedule calling for 30 minute rush and 60 minute base service.

Line 3--EAST NILES-PIONEER DRIVE-GREYHOUND STATION: This line (formerly EAST NILES-COLLEGE HEIGHTS-STOCKDALE HWY.) now operates on a 60 minute headway six days a week through both rush hours.

Line 4--OILDALE-SOUTH CHESTER: This line had its Sunday schedules revised slightly; a 6:15PM trip to Oildale was added.

Line 5--FLOWER ST.-COLLEGE AVE.-WESTCHESTER: This line had Saturday service reduced from half-hourly to hourly; slight route changes were also made.

Line 6--LA CRESTA-SOUTH "P" STREET-WATTS DRIVE: No change.

Line 7--COLLEGE HEIGHTS: This line is a new route(taking-over the College Heights portion of the former Line 3); it operates on a 30 minute headway as a shuttle connecting at Niles & Baker with Line 3; Saturday service is hourly.

ACTIVITIES OF THE PUBLIC UTILITIES COMMISSION

Below are matters put to or disposed of by the PUC since our last listing:

Carrier	Date	Description
San Jose City Lines	August 7	Amendment to application for an increase in fares, San Jose and Santa Clara.
Airport Service, Inc.	August 8	Granted authority to extend service between Pasadena and L.A. International Airport; an "in lieu" certificate issued.

CALIFORNIA--ACTIVITIES OF THE PUC (CONTINUED)

Carrier	Date	Description
Gray Line Tours Co. (GLOLA)	August 8	Denied rehearing in decision of California Sightseeing Tours, Inc.
Watts-Compton Improvement Association	August 10	Filed an amendment to application to operate passenger stage service between South Central Los Angeles and various industrial areas in Orange County.
Gray Line Tours Co. (GLOLA)	August 14	Requesting an increase in fares of sightseeing and race track services.
Southern Pacific Co.	August 15	Granted an increase in passenger fares between San Francisco and San Jose.
Greyhound Lines, Inc.	August 15	Granted request to revise and reroute service on Intercity Route Group 13, Inyokern area.
County Transit Lines, Inc.	August 15	Authorized to reroute service on routes 1, 2, 3 and 4, Walnut Creek
M & M Charter Lines, Inc.	August 15	Granted permission to reroute route 5 between Westchester and San Ysidro to serve Leisure World.
Desert Transit Co.	August 15	Issued a passenger stage certificate to operate between Indio and Eagle Mountain Kaiser Steel Corp. mine
San Jose City Lines	August 15	Authorized to abandon service in North San Jose area.
Pasadena City Lines	August 15	Petition to extend time to comply with Order to purchase new equipment is Dismissed.
Travel-All Transp. Co.	August 15	Granted a Charter-Party permit with certain conditions.
Airport Limousine Service	August 15	Authorized to operate between San Francisco International Airport and Corte Madera.
Eastern Cities Transit, Inc.	August 15	Authorized to extend service on a temporary basis into the City of Commerce
Northgate Transit Co.	August 16	Petition filed to modify an earlier Decision regarding service matters of NGTCo
Greyhound Lines, Inc.	August 17	Seeking to revise Intercity route 8.01 between Pepperwood Jct. and Englewood. Also to revoke a portion of route 8.02 between Myers Flat and Dyerville, Humboldt County.
Desert Hot Springs Chamber of Commerce	August 18	Petition for Intervention filed by U.S. Department of Defense in "Desert Hot Springs vs. Twenty-Nine Palms Stages", re. poor bus service and equipment.
Greyhound Lines, Inc.	August 22	Requesting revision of route UR-6 between 6th and 16th Sts., Los Angeles.

U T A H

LAKE SHORE MOTOR COACH LINES, INC. (LSMCL)

SALT LAKE CITY: The roster of the month for September (moving away from California for this one) is LSMCL. LSMCL, besides providing charter service, operates a suburban route between Salt Lake City and Ogden. The company is owned by NATIONAL CITY LINES, and is operated from the same garage as SALT LAKE CITY LINES, also owned by NCL; LSMCL was acquired by NCL a couple of years ago. The following is a combination of rosters, one was obtained by member Eli Bail, and is effective April, 1962; the other was obtained by member Warren F. Quon, and is current as of August 1967.

Coach Numbers	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
2033-2036	GM Coach	PD-2903/063-066	29	1946	2034-2035 gone '62
2037-2038	GM Coach	PD-2903/279, 281	33	1946	2038 active 8/67
2040-2043	GM Coach	SDM-4501/095-098	45	1962	Active 8/67
2050-2051	GM Coach	TDM-4515/330-331	41	1958	Ex-LAMTA 2408-2409, active 8/67
2060	GM Coach	PD-4104/1424	41	1955	Active 8/67
2061	GM Coach	PDA-3702/334	37	1947	Ex-Washington Motor Coach, Atv 8/67
2062-2063	GM Coach	TDM-4509/191-192	45	1951	
2064-2067	GM Coach	TDM-4509/264-267	45	1951	2065-2066 atv 8/67
2068	GM Coach	PD-3302/092	33	1945	Active 8/67, ex-Auto Interurban Co.
2069-2070	GM Coach	PD-4103/473-474	41	1951	Ex-Auto Interurban
2071	GM Coach	PD-4104/2074	41	1957	Active 8/67
2072	GM Coach	PDA-3702/045	37	1945	Ex Eastern Greyhound E-4415, Active 8/67
2076-2077	GM Coach	PD-4106/2589-2590	41	1964	Active 8/67
2078-2079	GM Coach	PD-4106/437-438	41	1961	Active 8/67

C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: DTC now has a permanent 30¢ fare, the temporary 30¢ fare reported here earlier having been approved. A lease-back agreement between DTC and the City and County of Denver, under which the City would lease DTC's buses while DTC management would operate them, may be in effect by October 1st.

Route 50--EAST TWENTY-SECOND AVE.-KALAMATH-WEST ALAMEDA AVE. was rerouted effective 7-7-67 inbound via 20th Ave. to Broadway to 18th St., instead of the old route, 20th Ave. to Broadway to Glenarm to 18th St.

Flxible demonstrator (111CC-C11/52957) passed through Denver on August 17th; it stayed over-night at the DTC shops.

W A S H I N G T O N

YAKIMA CITY LINES (YCL)

YAKIMA: Below we present a report on transit operations in Yakima which was obtained by George R. Llewellyn from Mr. Robert S. Wilson, manager of the former YAKIMA CITY BUS LINES and others.

YAKIMA CITY BUS LINES was organized by Darrell S. Peck and his sons; it

WASHINGTON--YCL (CONTINUED)

commenced operations on March 27, 1957 by taking over the operations and equipment of the discontinued service of YAKIMA VALLEY TRANSPORTATION CO., which had discontinued streetcar service in 1946, and in 1956-57 had a fleet of 36-passenger 1946 Twin Coaches (model 34-S?). YCBL started service with this fleet in 1957; since then the Twins, numbering 14, have either been scrapped or sold to BREMERTON-CHARLESTON TRANSPORTATION CO.; YCBL's paint scheme was white over blue (similar to SACRAMENTO TRANSIT AUTHORITY's buses). In February 1966, YCBL's roster consisted of the following listed buses (serial numbers not available):

Coach Numbers	Builder	Model Number	Number of Seats	Year Built	Year Acquired	Comments
1	GM Coach	TD-3609	36	1946	1962	Ex-Spokane City Lines
2 - 4	GM Coach	TD-3609	36	1946	1963	Ex-Spokane City Lines
5 - 7	GM Coach	TDH-3610	36	1947	1959	Ex-Great Falls, Mont.
8	GM Coach	TDH-3610	36	1948	1959	Ex-Great Falls, Mont.
9	GM Coach	TDH-3610	36	1948	1960	Ex-Great Falls, Mont.
10 - 11	GM Coach	PD-2903	--	1947	----	Ex-?
12	GM Coach	TDM-4507	41	1948	1964	Ex-Atomic Energy Comm, Richland, Wash.

Buses 10 and 11 were sold last year to raise money to keep YCBL service operating; the company had run into difficulties earlier in 1965, but had been kept in operation through the sale of stock and community contributions to keep the lines running. In the Spring of 19 6 the company was on the verge of bankrupsy once again--this time for the last time.

YCBL service was duly closed on May 31, 1966, and the assets offered for sale. Three buses were sold to Aberdeen-Hoquiam (Tri-City Transit Co.), and one to Butte, Mont. (Butte Bus Lines). It is understood that the other buses were retained by Peck interests for use on their VANCOUVER-PORTLAND BUS CO. or for sale at another time. Bus No. 12 was retained in Yakima by Mr. Peck, who announced his intention of providing a charter service; this bus has not been seen around Yakima for some time. Sale of the 10 buses and liquidation of other assets resulted in the accumulation of $20,000, which was distributed to the stockholders.

Early in the summer of 1966 NATIONAL CITY LINES, represented by a regional manager from El Paso, Texas and Robert Harder, Manager of SPOKANE CITY LINES, approached the Yakima City Council and offerred to enter into an agreement to manage a bus system for the city if the city decided to start such a system. After considerable investigation, the city decided upon this plan and made terative arrangements with NCL (through the NATIONAL CITY MANAGEMENT COMPANY) to this end, subject to voter approval at the September 20, 1966 election. NCL prepared a sample bus and put it on display in various locations in Yakima during the last few weeks prior to the election. A vigerour campaign in behalf of the bus system proposition was waged by a committee headed by a local housewife. The approval by the voters of a household tax of 65¢ per month (added to utility bills) was approved by a 5 to 4 margin.

NCL's agreement with the city is that they will provide 12 overhauled and refurbished buses, an experienced manager and maintenance superintendent; the city is to set routes, schedules and fares (with advice from their manager) and will retain all revenues. The city is to pay all operating expenses, plus a $500 per month management fee to NCL. Owing to shortness of time between the September 20th election and the agreed start of service on October 3rd, it was not possible for NCL to get all of the buses overhauled and refurbished prior to the start of service. On opening day, ten buses

WASHINGTON--YCL (CONTINUED)

were on hand of which two had been completely overhauled; three others had been repainted and otherwise physically refurbished prior to the start of service; plus five other buses that were still lettered SPOKANE CITY LINES and which bore four digit SCL numbers. It was stated that the other two buses were in process of overhaul and refurbishing in the SCL shops, and would be added to the fleet in about one week, at which time the others would be dealt with until all met the standards agreed upon. The 11th and 12th buses entered service on October 10th and 22nd respectively, in each case one of the SCL-lettered buses was taken back to Spokane to be worked on. The buses are kept scrupulously clean, and in fact practically sparkle, even though they 20 years old.

The new operation operates under the name of YAKIMA CITY LINES. Routes are identical to those of YCBL with a few exceptions. Schedules are generally similar to YCBL's, except that service on most lines continues 30 minutes later than YCBL's, and that the FRUITVALE line now has 60 minute service instead of 40; one bus is used on each of the four lines. Fares remain similar to YCBL's, 25¢ for adults, 15¢ for students.

Buses are being stored in the old YAKIMA VALLEY TRANSPORTATION CO. carbarn, which has been slightly rehabilitated for the purpose; rental is $250 per month. Fueling, washing and other servicing of the buses, however, is carried out at the city yards where diesel fueling facilities already existed for the use of trucks, graders and other city equipment. The city yards and the carbarn are only two blocks apart, via a newly paved and lightly used street, so that the arrangement is quite convenient.

Drivers are uniformed in grey with black ties; YCBL provided no uniforms. Pay scale for drivers is from $2.13 (for apprentices) to $2.65 (for fully-experienced dirvers); YCBL paid its drivers $1.80 per hour.

Fare boxes did not arrive in time for the opening of service, so that it was necessary to make do without them for several days. The boxes, which have long-since been delivered and put in use, are of the electric-coin registering type, the first time such boxes have been used in the area. YVT and YCBL used lock-type boxes, which retained all coins deposited until the end of the day.

As of July 14, 1967 YCL operated ten buses, as follows:

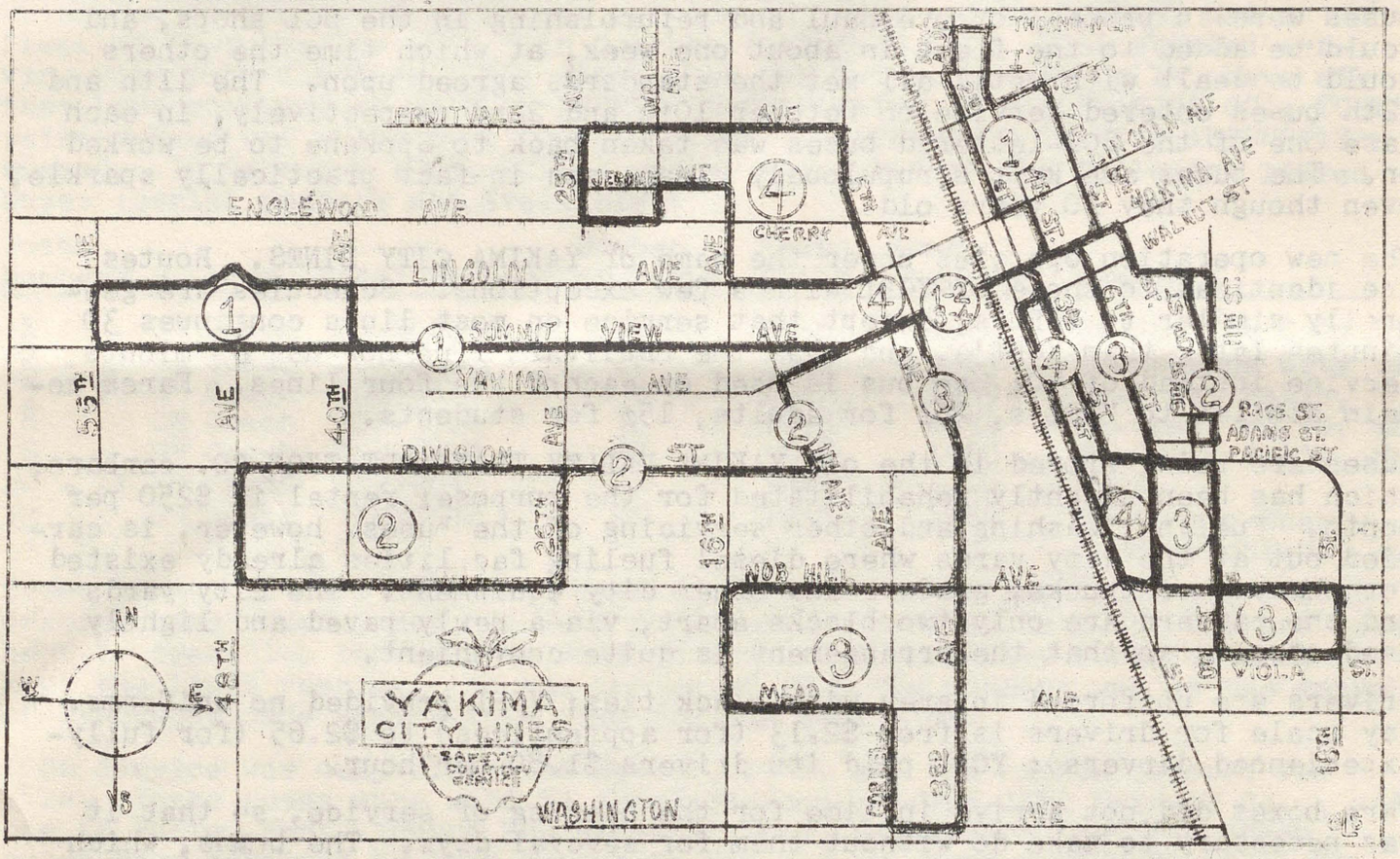
Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
101	GM Coach	TDH-3610/082	36	1946	Ex-Spokane City Lines 2633
102	GM Coach	TDH-3610/083	36	1946	Ex-Spokane City Lines 2634
103	GM Coach	TDH-3610/085	36	1946	Ex-Spokane City Lines 2636
104	GM Coach	TDH-3610/087	36	1946	Ex-Spokane City Lines 2638
105	GM Coach	TDH-3610/091	36	1946	Ex-Spokane City Lines 2642
106	GM Coach	TDH-3610/092	36	1946	Ex-Spokane City Lines 2643
107	GM Coach	TDH-3610/094	36	1946	Ex-Spokane City Lines 2645
109	GM Coach	TDH-3610/4709	36	1947	Ex-Spokane City Lines 2654
111	GM Coach	TDH-3610/4713	36	1947	Ex-Spokane City Lines 2658
112	GM Coach	TDH-3610/4715	36	1947	Ex-Spokane City Lines 2660

Present service is summarized by the following table:

Line No.	Name	Monday through Friday Rush Headway	Monday through Friday Base Headway	Saturday Base Headway
1	SUMMIT VIEW-NORTH 4th ST.	60	60	60
2	28th AVE.-MOXEE AVE.	30	60	60
3	BROADWAY-FAIRVIEW	30	60	60 (30 PM rush)
4	FRUITVALE-SOUTH FIRST ST.	60	60	60

WASHINGTON--YCL (CONTINUED)

No Sunday, holiday or evening service is provided; hours of service are approximately 6:30AM to 6:30PM, with some lines operating from 7:00AM to 6:00PM. Below is a map of YCL's routes:



BREMERTON-TACOMA STAGES (B-TS)

BREMERTON: B-TS has added an express service between Bremerton and Tacoma Mall (in South Tacoma at S. 45th St. & Wapato St.). Service is offered Tuesday, Thursday, and Saturday. Buses leave Bremerton at 8:00AM and arrive at Tacoma Mall at 9:30AM; returning, buses depart from Tacoma Mall at 2:00PM, arriving at Bremerton at 3:35PM.

BREMERTON-CHARLESTON TRANSPORTATION CO. (B-CTCo)

BREMERTON: B-CTCo has made several changes in their Bremerton city services:

(1) Route changes: In East Bremerton, two routes, one running to Eastpark, the other running to Merit Mart, on alternate hours, were combined into one run, traveling through Eastpark, back through West Sheriden and Wheaton Way over the old Manette Bridge. Terminal point for the run is the intersection of Highway 303 & Ivy Road. The NORTH CALLOW route operates as it did previously until 11th & Chester, then to 14th, to Ohio Ave. to 11th St. Previously it went straight out 11th St., thence along 11th to North Callow, north to 15th to Wycoff to 24th to Layfayette to 26th.

(2) Headway is lengthened from 30 minute service to 40 minutes during off-peak hours to allow better east-west transfer time in downtown at the transfer point. Morning and evening rush hour service remains at the same frequen headway.

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EQUIPMENT REPORT

Below is a list of equipment that has come to our attention as having been been obtained by western operators since our last listing. Neither currency nor completeness is to be inferred.

Name of Company	Coach Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Continental Dixie Lines	2785-2787	Bus & Car	Silv Egl/??,??,7247	
American Buslines, Inc.	6998-6999	Bus & Car	Silv Egl/7262 7263	
	6601-6604	Bus & Car	Silv Egl/7282-7285	
Denver-Salt Lake-Pacific Stages	8754	Bus & Car	Silv Egl/7251	
Western Greyhound Lines	8700-8717	M. C. I.	MC-5A/????	
	(8700-8703	M. C. I.	MC-5A/6936-6939)	Unit Nos. 6414-6417
Southern California Rapid Transit District	2405-2407	GM Coach	TDH-4519/1622-1624	Ordered by PCL
	2408-2409	GM Coach	TDH-4519//1566-1567	Ordered by PCL, airconditioned
U. S. Marine Corps (Camp Pendleton)	400X875	Flxible	Flxliner/????	
Airport Coach Serv.	111	Flxible	Flxliner/????	
Oceanside Transportation System	609-611	GM Coach	TDH-4519/????	
USED BUSES				
Western Greyhound Lines	7297	GM Coach	PD-4104/3031	Ex-Cal. Parlor Car Tours 80
Axtec Bus Lines	733	Flxible	VL-100/????	
	734	GM Coach	PD-4104/????	
City of Commerce Municipal Bus Line	309	GM Coach	TDH-4509/099	Ex-San Diego Transit 945
	310	GM Coach	TDH-4509//732	Ex-SDTS 959
Transit Casualty Company	1	GM Coach	TDH-3612/752	Ex-Jackson (Miss) City L. 3225
Gray Line of L.A.	420	GM Coach	PD-4106/????	
Orange County Bus System	96	GM Coach	PD-4104/????	Ex-Golden Bear 96
San Diego-Mammoth Lakes Ski Bus	307	GM Coach	PD-4151/345	Ex-Eastshore Lines 307

NOTE: Correction to last month's STOCKTON METROPOLITAN TRANSIT DISTRICT roster; II-1615 GM Coach TD-3609/197 listed as ex-SJCL 1601 should be 6601

THE NEW GREYHOUND/SCRTD LOS ANGELES BUS STATION

I. OPENING

September 10, 1967 was a milestone in transportation history, marking the opening of the nation's largest and most modern privately owned bus terminal*. This is, of course, the new Greyhound Los Angeles terminal, shared by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT.

The new $11,000,000 facility, occupying most of the block bounded by 6th, Los Angeles and 7th Sts. and Maple Ave., fills a long-standing need. The old Greyhound station, located directly across 6th St., was inadequate, inefficient, and obsolete. For the past four years, RTD's only off street passenger terminal in downtown Los Angeles had been a makeshift one made over from a group of parking lots and store rooms.

The site of the new station is one that has long been associated with public transportation. The first elevated track extension at the rear of Pacific Electric's Main Street Station was built in 1909. The connecting viaduct to San Pedro St. opened in 1917, the surface terminal in 1914. PE buses made their first appearance on the elevated structure leading to the Main St. Station in 1942. Greatly expanded bus operation was accommodated with the opening of the Los Angeles Street surface annex in 1950. The last trains ran in 1961, but buses continued to use these facilities until 1963, when preparations were under way for clearance of the site for the new Greyhound terminal (TB-10/63).

Greyhound spent some $200,000 on a major promotional campaign in connection with the new station's opening. The start of operations was preceded by dedication ceremonies and an invitational "VIP" reception on the afternoon of September 6th and an all-day public open house September 8th.

Greyhound's top management was well-represented at the dedication, held on a platform located just inside of the Sixth Street entrance--in front of the Speed Ramp. R. M. EIKENBERRY, Vice-President-Marketing of Western Greyhound was master of ceremonies. In his remarks, Eikenberry spoke proudly of the "largest, most modern, most complete bus terminal in the world". W. H. STARLING, President of Western Greyhound, described the $11,000,000 terminal as a birthday gift worthy of Los Angeles, one that should prove a major influence in the revitalization of the city's downtown district. He reviewed some of the factors involved in choosing the location for the new station, particularly that it be in keeping with existing passenger use patterns. GERALD H. TRAUTMAN, President of the Greyhound Corp., noted that the project was purely a local undertaking, that "Chicago" only paid for it. Trautman described the new station, again, as their biggest, best, most expensive terminal, but explained that Los Angeles should be the best bus transportation center in the United States.

DON BUCKINGHAM, President of the Central City Association, described the new terminal as representing a "tremendous investment in the future of downtown Los Angeles". Mayor SAM YORTY complimented it as a monument to faith in the city and to private enterprise, comparing the completion of the bus terminal with the slow progress thus far on the city's proposed convention center.

The ceremonial ribbon cutting was performed by a giant pair of scissors wielded by WGL President Starling, Mayor Yorty, and Los Angeles City Councilmen Lindsay and Braude and by the teeth of "Lady Greyhound"--the living embodiment of the company's famous trademark.

Guests at the VIP reception were entertained with a variety of live music and fed from a lavish buffet set up in the main street level lobby opposite the ticket counter.

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* New York City's Port Authority Bus Terminal (near Times Square), a six level structure, is larger, but is not privately owned.

NEW BUS STATION (CONTINUED)

An assortment of 12 buses, representing most of the major types currently in Greyhound service, were on display upstairs. Here is a "catalog" of the exhibit, in the order in which they were spotted:

7799	GMC	PD-4106		7798	GMC	PD-4106	
CPCT 56	GMC	PD-4106		CPCT 58	GMC	PD-4106	
7903	GMC	PD-4107	(VIP Special coach used for Portland-Seattle service)	7297	GMC	PD-4104	(VIP special deluxe charter coach)
8270	GMC	PD-4501		8275	GMC	PD-4501	
8700	MCI	MC-5A		8703	MCI	MC-5A	
7948	GMC	PD-4107		7988	GMC	PD-4107	

CPCT - CALIFORNIA PARLOR CAR TOURS (a Division of Greyhound)

Also in view were a Greyhound Van Lines truck and two G. M. diesel engines.

Downstairs, SCRTD buses 5090 (GM TDH-5303) and 6049 (Flxible F2DV8C-401-1) were on display, along with the Transit Casualty Safe-T-Coach. In addition, RTD 5005 provided free shuttle service between the new station and the Statler-Hilton Hotel, being the first bus to carry passengers in "scheduled service" to and from the new station.

If the public open house was a little less extravagant in some respects, it was still an excellent show. The free buffet was gone, and the music seemed directed toward a somewhat different type of audience, but a variety of souvenirs were still being distributed, there were several free prize drawings, and Lady Greyhound made frequent appearances. An added attraction was a demonstration of Greyhound's driver safety training methods.

Exactly the same buses were on display in the same places as two days previously, except that Greyhound 7799 had given way to 7999, a GM PD-4107. The rest of the buses had been left in the station during the intervening period, being cleaned on the spot. RTD 5005 resumed its duty as a free shuttle.

SCRTD took a secondary position throughout the opening, but they got their money's worth, since Greyhound bore the entire cost. The District didn't even buy advertising space in the special newspaper supplements published in connection with the opening.

The first Greyhound departures (e.g., the first "regularly scheduled" departures) occurred at about 12:45AM, Sunday Morning, September 10, 1967. Doing the honors was bus No. 7903, the first regularly scheduled bus out of the new station. It was the first section of 15 on the L.A.-San Francisco via Coast Route, and was followed shortly by bus No. 8715. RTD began operating out of the new station about five hours later, with the first morning schedules.

II. FACILITIES -- GENERAL

At present, the new Greyhound Los Angeles terminal has four levels, each with its own function. The street level houses the Greyhound and RTD ticket offices, restaurants, bars, public telephones, a game room and other facilities for use by both Greyhound and RTD passengers and the general public. RTD bus operations are concentrated in the lower level, below ground. Greyhound bus operations are on the upper, or 2nd floor, level. The roof top is devoted to public auto parking and was actually the first part of the building to go into service.

The building is designed, however, to permit upward expansion into a high-rise office structure without interference with the present bus operations.

In the terminal's arrangement, pedestrian and bus traffic are completely separated from each other, as are Greyhound and RTD bus movements. The pedestrian entrances are on Sixth and Los Angeles Sts., the Greyhound bus entrance on Seventh St., and the RTD bus entrance on Maple Ave.

NEW BUS STATION (CONTINUED)

The public address system is so arranged that Greyhound departures are announced on the ground and upper levels, RTD departures on the ground and lower levels. When both Greyhound and RTD taped announcements are fed into the system simultaneously, the RTD announcement is delayed until Greyhound's has been completed.

III. GREYHOUND FACILITIES AND OPERATIONS

Greyhound's second floor passenger concourse is reached from the street level by both stairway and Speed Ramp. (The Speed Ramps were installed instead of escalators to facilitate those passengers carrying luggage.) The concourse is situated in the center of the ramp used by Greyhound buses, with loading and unloading positions on both sides. Bus movements are clockwise, so that the buses are spotted with their doors next to the exits from the concourse.

A total of 29 numbered loading and unloading positions are provided for regular service. Berths 1-15 are intended primarily for loading, those on the other side (16-29) for unloading, but either function could be performed at any "gate". In addition, the charter and group area at the north end of the concourse opens onto two more berthing positions (identified as 15A and 15B).

The loading arrangement is a far cry from the chaotic conditions of the old Greyhound terminal. The first section of each departing schedule is assigned regularly to a particular berth. This information, along with schedule number, leaving time and destination, is prepared for display by closed circuit TV throughout the ground and upper levels of the terminal. Extra sections, as needed, are loaded at berths adjacent to that assigned to the first section.

Conveyors transport baggage and express from the ticket office, baggage checking area, or express area to the distribution area at the south end of the concourse. Here, the parcels are sorted automatically, according to information indicated on the coded check attached to each piece.

The dispatcher's office, located alongside the bus ramp on the incoming side, houses the TV cameras and the unit (actually a standard juke box unit) through which pre-recorded Greyhound announcements are fed into the public address system. There are two TV cameras. One is used for the boards on which the regular departures are listed, while the other is available for special announcements. An automatic communication system, using overhead sensors, indicates in the dispatcher's office whether or not each berth is occupied.

Interestingly, Greyhound buses can be seen from the street below but not from the concourse, since the only openings in the concourse walls are the loading/unloading doors, which are opened only when in use.

IV. SCRTD FACILITIES AND OPERATIONS

The SCRTD facilities are not so elaborate as their Greyhound counterpart, but better arranged for the mass movement of passengers traveling shorter distances. Instead of the enclosed concourse found upstairs, the lower level has a central loading platform with loading berths arranged continuously along both sides. A stairway and escalators lead to this lower platform from the street level.

Here, again, buses move in a clockwise direction. The routes are so arranged, however, that the paths of incoming and outgoing buses do not cross.

Nerve center of RTD operations in the station is the glass-enclosed service director's booth located directly opposite the bus ramp. Each bus is required to make a safety stop at the top and bottom of the ramp, both entering and leaving. A tredle plate is located at the point at which entering buses make their second safety stop. When the left front wheel of the bus

NEW BUS STATION (CONTINUED)

crosses this plate, a "Bus Waiting" light is energized on the service director's control panel. The service director will then indicate by means of a sign located alongside of the operator's seat of the waiting bus, the number of the berth to which the bus is directed. Passage of the rear wheel of the bus over the treadle plate de-energizes the berth indicator light. A green light under the berth indicator indicates that there is no service director on duty. A microphone and speaker system also permits voice communication between the service director and the driver of a waiting bus.

A treadle plate at the middle of each loading berth controls indicator lights to show the service director whether or not that berth is occupied. The front wheel of a bus energizes the light for that berth on the control panel, the rear wheel de-energizes it.

At each end of the platform is a lighted board indicating the number of the berth at which a bus of any route can be found. This information is remotely controlled by the service director. The system is completely flexible and any bus could load or unload at any berth, but each line has been assigned principally to one or more berths in order to minimize confusion. Here are the initial assignments:

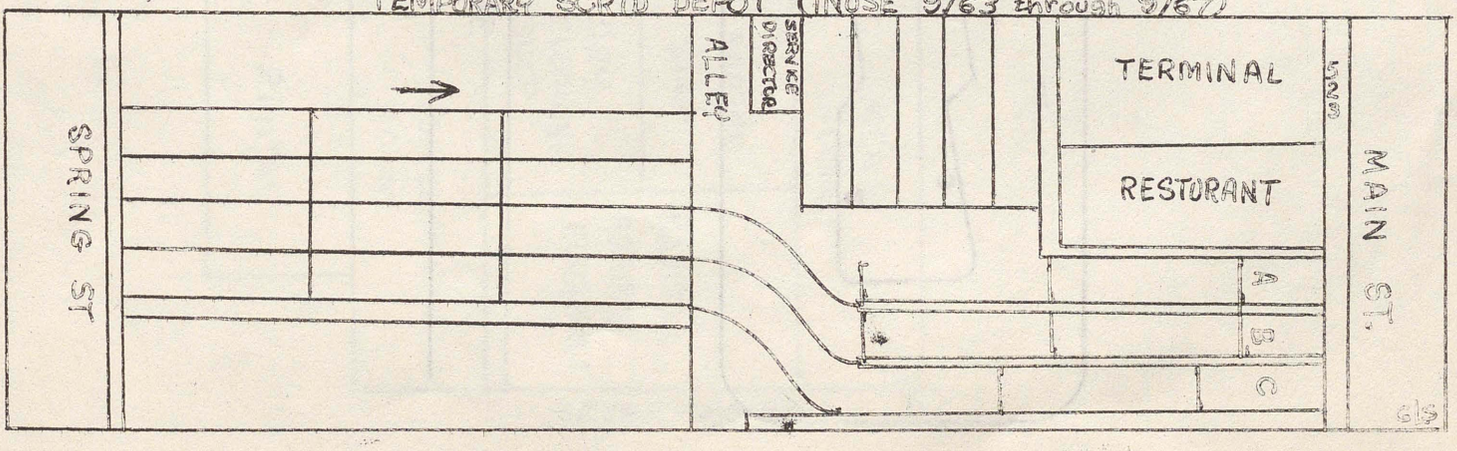
Berth No.	Lines	Berth No.	Lines	Berth No.	Lines
1	(Spare)	6	60	10	55 & 58
2	Discharge only	7	53 & 60	11	58
3	33	8	53	12	58
4	36	9	53	13	Open
5	34			14	(Spare)

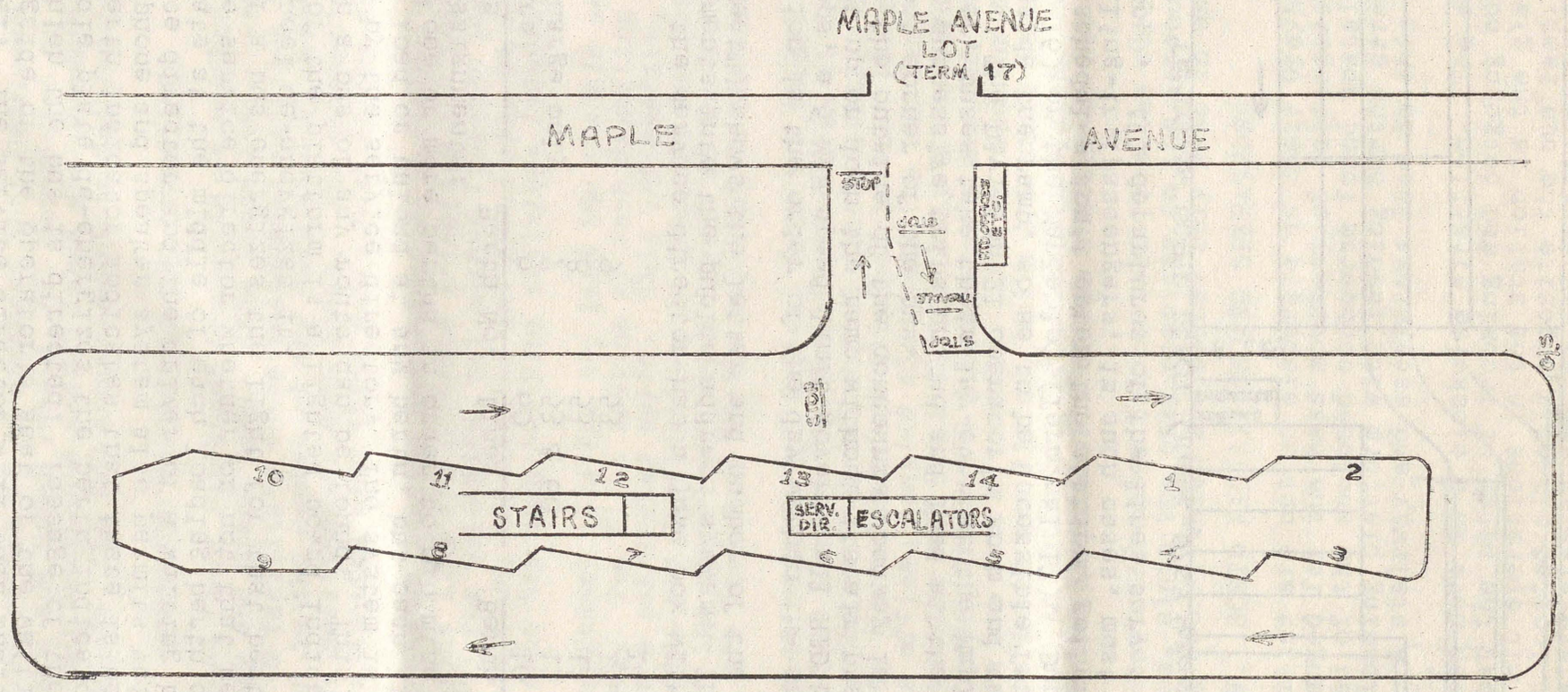
In addition, the service director has a juke box with which to feed prerecorded announcements into the public address system. The departure schedule ("roll-out sheet") shows the letter and number of the announcement for each bus.

Extreme caution is the order of the day within the station. In addition to the safety stops, a 5 MPH speed limit governs all RTD bus operations, and no bus is to start up or down the ramp without its air pressure up. A guide line painted near the outside of the concourse roadway is to be followed with the left front corner of the bus.

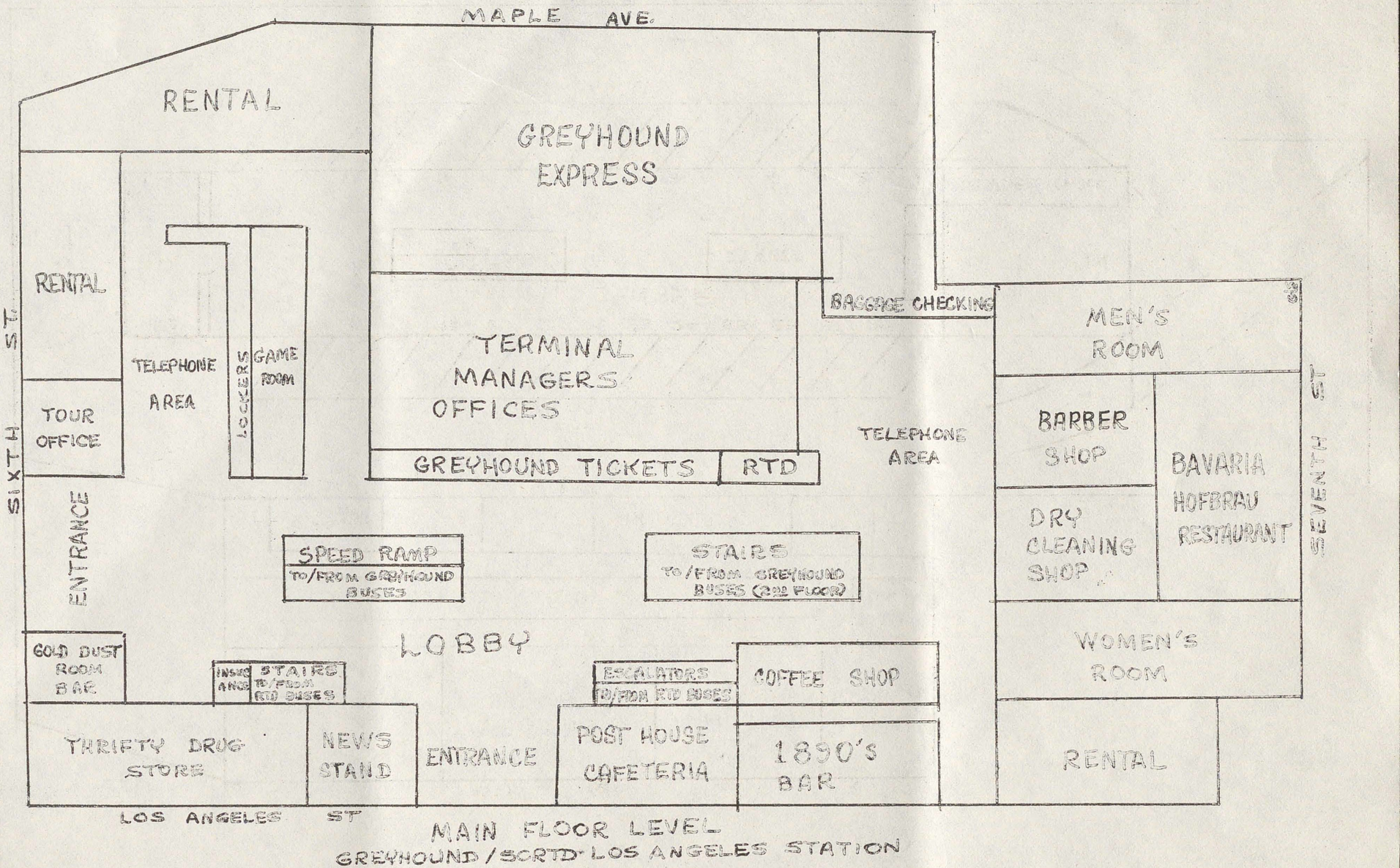
Buses making successive trips unload and load at the same berth. In some cases, however, buses take their lay-over at the Maple lot, directly across the street. The Division 21 operator's room and cashier's office are located alongside the ramp, so as to be accessible from either the station (Terminal 16) or the Maple lot (Terminal 17). During rush hours, certain arriving schedules don't enter the station, going directly to the Maple lot, or pulling-in (passengers, in such cases, must alight at the last regular street stop). All departures of the lines served go through the station, however.

TEMPORARY SCRTD DEPOT (INUSE 9/63 through 9/67)

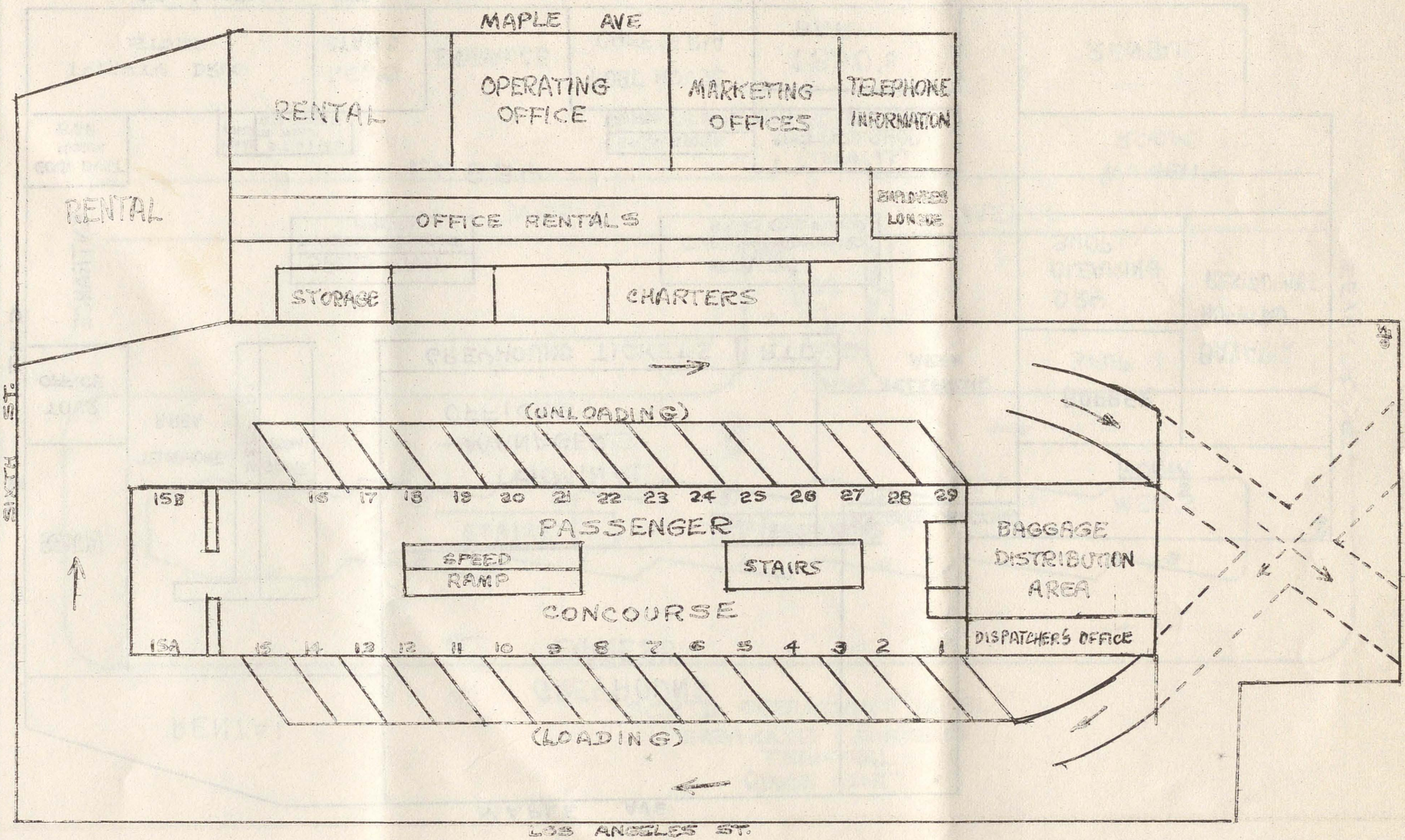




SCRTD OPERATIONS LEVEL
GREYHOUND LOS ANGELES
TERMINAL
(LOWER LEVEL)



MAIN FLOOR LEVEL
GREYHOUND/SCRTD-LOS ANGELES STATION



GREYHOUND OPERATIONS LEVEL
GREYHOUND/SCRTD LOS ANGELES STATION
(UPPER LEVEL)