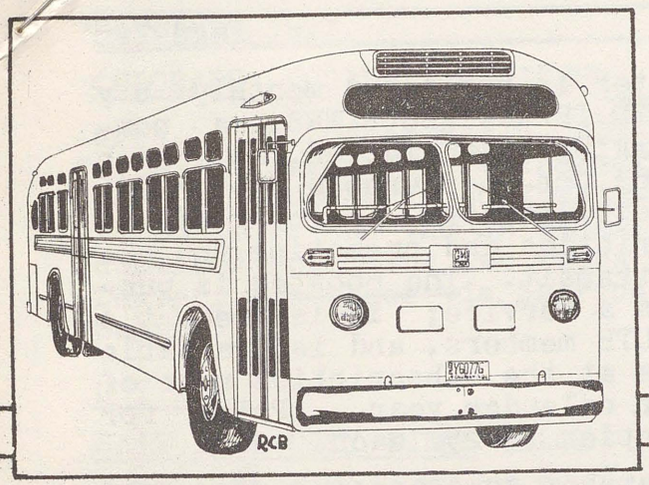


THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 5, No. 10 October, 1967 Fourteen Pages

T E X A S

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL, a NATIONAL CITY LINES subsidiary, has acquired PIONEER BUS CO., a Houston area suburban operator. The sale was effected on September 24th, however, no route or schedule changes have taken place as yet, although RTL hopes to announce the unification of routes into one system in the near future. PBCo's 25¢ fare has been raised to RTS's 30¢ level; tokens are offered at 8/$2.00. Student fares of 12¢ have been reduced to 10¢

CONTINENTAL DIXIE LINES (CDL)

DALLAS: CDL eliminated one of its three DALLAS-MESQUITE commute trips, leaving two round trips, one in the morning and one in the evening; the effective date: September 3rd.

EL PASO CITY LINES (EPCL)

EL PASO: Reinstitution of the EL PASO-JUAREZ PCC carline, expected to take place in April or May of 1968 may be effected sooner. An edict from the Mexican government called for redemption of the carline by October 10th! That date came and past, however, without PCC car operation. The reason for non-compliance was the fact that the Santa Fe St. Bridge wasn't completed, although the El Paso St. Bridge was--in fact trial streetcar operation over the latter structure occurred on October 13th! EPCL maintenance crews have been working on the PCC cars. In fact cars 1503, 1505, 1509, 1512 and 1514 have been freshly repainted in light green with a white roof, but instead of a dark green belt rail, these cars have a bright red belt rail! All cars except 1512 also have a red "rub rail", as well as the upper of the three parallel roof moldings. Other cars, including 1506 and 1511, are being worked on.

The last two TD-4507 buses at EPCL were transferred to SPOKANE CITY LINES during the forrest fire emergency in Washington, which found SCL chartering over half of its fleet to the federal government to transport fire fighters. The two buses in question were Nos. 4075 and 4077, both of which are former LOS ANGELES METROPOLITAN TRANSIT AUTHORITY buses.

C O L O R A D O

DENVER-COLORADO SPRINGS-PUEBLO MOTORWAYS (DCSPMW)

DENVER: On October 3rd, DCSPMW revised its routes i n the Montana-Wyoming

CLUB NEWS

MEETING NOTICE

The November regular meeting of the UNITED TRANSIT BOOSTERS will be convened at 8:00PM on Sunday evening, N o v. 10, 1967 in the home of member Lazear Israel, 936 Sough Genesee Avenue--on the west side of Los Angeles. The meeting location is 1/4 block north of Olympic Blvd. a n d 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., (or elsewhere, at your convenience) a n d riding to Olympic & Genesee; or from Hollywood or connecting lines o n Line 89--FAIRFAX buses to Olympic & Fairfax. Date for the December meeting, which will be held at the same time and place, is December 10.

NEW MEMBER

We are proud to announce the acceptance of G. EDWARD WEISS, of Honolulu, Hawaii, as member No. 56. Welcome aboard, Ed.

BRITISH COLUMBIA BUS ROSTER

Recommended as a must for bus roster collectors is the BRITISH COLUMBIA ELECTRIC RAILWAY/BRITISH COLUMBIA HYDRO AND POWER AUTHORITY motor and trolley coach roster, which was published by the British Columbia Transit Society. This fine work was compiled in November, 1965 from official company records, and includes a supplement, bringing the roster up to date as of September 1967. Included in the roster are 13 pages of lists (with a line for each bus, giving number, model, serial number, date built, seats and renumberings) and four pages of photos, containing 16 pictures. Copies are in limited supply, but are still priced at the modest sum of $1.00; they may be obtained from Peter Cox at 2936 West Twenty-Eighth Avenue, Vancouver 8, British Columbia, Canada.

U.T.B. PUBLICATIONS

Copies are still available of the special issue of TB containing the article on General Motors bus model identification, including a brief history of GM, charts and diagrams and 32 photos. Ask for the August 1965 issue--50¢

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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.

Membership applications and information may be had from the business address.

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COLORADO--DCSPMW (CONTINUED)

area. The former RAPID CITY-BILLINGS route was cut back at Buffalo, Wyoming, making a direct connection with a Denver-Billings schedule. The former BILLINGS-DEAVER-CHEYENNE-DENVER route, which consisted of two daily round trips and the SHERIDAN-CASPER route, which had one daily trip, were combined providing two trips daily between Billings and Cheyenne, one via Deaver, the other via Sheridan; both trips use the same route south of Casper.

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: The labor agreement between SLCL and the Amalgamated Transit Union expired on August 31st, but bus service continues, as employees work on a day-to-day basis. Talks are also continuing between the company and city officials on proposals for the city to acquire SLCL and begin operating a municipal system.

SLCL and the Downtown Planning and Promotion Association recently inaugurated a "Magic Circle Bus" (a 10¢ shoppers shuttle), which operates between 11:00AM and 4:00PM Monday through Saturday, on a loop route via Main St., South Temple, State St. and Fourth South to Main. Two GM TDH-4008's (ex-SLCL 3045 and 3056) without numbers and painted yellow (from the standee windows to the rub-rail) & blue (below the rub rail), with a blue and yellow striped roof, are utilized in the service.

N E V A D A

LAS VEGAS TRANSIT SYSTEM, INC. (LVTS)

LAS VEGAS: On July 1st, LVTS made several route and schedule changes which eliminated the former Line 2--WESTSIDE by revising Line 9--VEGAS HEIGHTS to serve a larger area; all service, except that on Line 6--STRIP, which formerly ran until 1:15AM, now end runs at 10:15PM. Line 6, which formerly ran until 3:15AM, now has its last trip at 2:45AM. Four of the GM TD-3609's that LVTS acquired from the Tanner operated VEGAS TRANSIT LINES, have been renovated--including a new red, silver and white paint job.

W A S H I N G T O N

HARBOR LINES, INC. (HLI)

HOQUIAM: HLI's President/General Manager Mr. J. H. ROSENBERG advises that he has been trying to sell out for sometime. When the employees went on strike in June (when many lucrative charters had been contracted), he decided to go out of business. A party by the name of SIG MELHEIM purchased four buses and other assets and is now serving the area. Mr. Rosenberg is a former traffic manager of WASHINGTON MOTOR COACH SYSTEM and NORTHWEST GREYHOUND LINES; also President of the MOTOR COACH ASSOCIATION OF WASHINGTON.

OLYMPIA TRANSIT COMPANY (OTCo)

OLYMPIA: OTCo is now providing an unlimited bus pass costing $1.00, and which is available to senior citizens over 65; it is good for one month. Sale of the passes has increased OTCo's passengers, both in the peak hours (when an average of 4 to 10 passengers was on each bus) and in the base period (the average number of passengers per bus jumped to 27. The pass arrangement was worked-out between OTCo and the Council on Aging, which makes a flat monthly payment to the bus company for the service.

WASHINGTON (CONTINUED)

VANCOUVER-PORTLAND BUS COMPANY (V-PBCo)

VANCOUVER: Below is presented a roster of V-PBCo which was obtained by member Warren F. Quon last summer. The indicated number scheme was adapted earlier in the summer; at the time Warren was there, not all of the buses had been renumbered. P-VBCo operates one suburban line between the contiguous areas of Vancouver, Washington and Portland, Oregon. It had, at one time, been owned by Jesse Haugh's WESTERN TRANSIT SYSTEMS.

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Previous Numbers
1	G M Coach	TDH-4509/2204	45	1952	5201
2	G M Coach	TDH-4509/2205	45	1952	5202
3	G M Coach	TDH-4507/1099	45	1947	41
4	G M Coach	TDH-4507/2100	45	1948	44
5	G M Coach	TDH-4507/2101	45	1948	45
6	G M Coach	TDH-4507/2102	45	1948	46
7	G M Coach	TDH-4507/2103	45	1948	47
8	G M Coach	TDM-4515/088	45	1955	Ex Orange County Bus System 704, SCRTD 2016

C A L I F O R N I A

J & M TRANSPORTATION SERVICE (J&MTS)

MARYSVILLE: An application has been filed before the California Public Utilities Commission by J&MTS for a certificate to operate between Yuba City and Marysville. This is the first application for pure local service to come before the Commission in several years. Marysville and Yuba City, at one time, had a horse car service between the two cities--located on opposite sides of the Feather River from each other. The horse car service became an electric streetcar line; it eventually became part of the vast SACRAMENTO NORTHERN RAILWAY, which, at one time, was the longest electric interurban railway in America. The street car service was discontinued in 1942; since then, a number of bus companies have operated the Marysville-Yuba City service, the last ceasing all operations in about 1964.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit has raised its tax rate an average of 3.2¢/$100 of assessed valuation. In Alameda County, the raise was from 16.0¢ to 19.5¢, and in Contra Costa County, the tax jumped from 16.0¢ to 18.1¢. The tax increase was made necessary by a $600,000 deficit in the $18,500,000 projected budjet for the 1967-68 fiscal year and a cary-over deficit of $200,000 from previous years. The "cost of living" for ACT has averaged a 7.5% increase, although the cost of labor jumped 8% (or about $1,000,000 more than in 1966). Labor costs now constitute 73.5% of ACCTD's operating costs. District Directors were reluctant to raise taxes, but felt that the other alternative--a hike in the price of tokens (which now sell at 5/$1.00)(Cash fare is 25¢)--would mean the loss of 831,000 annual riders, while elimination of tokens altogether would loose one million riders a year (a 3% drop in patronage). State aid is being sought in order to defer future fare raises.

ACT's Summer Tour of Oakland (TB-7/67) erded on labor day weekend. The 38 mile scenic tour, equipment for which was a 175-class GM SDM-4501, carried 612 passengers on 37 trips (averaging 16.8 passengers per trip). The successful tour will be operated again next summer.

The month of September marked the twentieth anniversary of ACCTD's Richmond

CALIFORNIA--ACCTD (CONTINUED)

Division, which was opened by KEY SYSTEM TRANSIT LINES as a motor coach yard in 1947.

ALAN L. BINGHAM, formerly ACCTD's Public Relations Manager, has been appointed to the post of General Manager of the District, succeeding KENNETH F. HENSEL, who retired in August.

The District's Finance Committee endorsed a proposal by the management to purchase 30 new buses (at a cost of $969,990) and 160 two-way radios (at a cost of $147,000). The radios would be purchased only if federal assistance is available; the buses would be purchased regardless of the availability of federal funds. If the proposal is approved by the Directors, the new buses could be delivered as early as next March; some of them may be air-conditioned.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: According to an article in the San Francisco Chronicle, GREYHOUND CORP. President GERALD H. TRAUTMAN told a group of Bay Area business men that his company would like to get out of the local commute business! WGL would like to discontinue operations in the SFBACR Contra Costa and Marin County Divisions within two or three years, and in the Peninsula Division shortly thereafter. The MARIN COUNTY TRANSIT DISTRICT is reportedly making plans to take-over the Marin runs in 1969-70; a transit agency is now making plans (WEST BAY RAPID TRANSIT AUTHORITY) for the Peninsula; and the BAY AREA RAPID TRANSIT DISTRICT will be serving the Contra Costa area, with whom WGL says it won't compete. The disposition of the local commute service is the major stumbling block to WGL's long-standing plans for construction of a new San Francisco bus terminal--and possibly a major hotel--on its property at 7th & Mission Sts.

PENINSULA TRANSIT LINES (PTL)

REDWOOD CITY: The City Council has appropriated $100,000 to purchase six 19-seat minibuses and establish a municipal transit system. The council expects to serve a larger area than the present PTL routes with a 25¢ fare instead of PTL's 30¢ charge. It is expected that a $2500 monthly subsidy will be necessary.

BAY RAPID TRANSIT COMPANY (BRTCo)

MONTEREY: Operators have gone out on strike against BRTCo, which serves Monterey, Pacific Grove, Seaside and Carmel, and operates Gray Line tours in the area. Drivers struck when negotiations failed to produce a new contract to replace the one that expired on September 30th.

VENTURA COUNTY TRANSPORTATION COMPANY (VCTCo)

VENTURA: VCTCo has established bus service between Ventura County points and the Los Angeles International Airport, on schedules calling for a two hour running time between the extreme points.

Service operates three times a day Monday through Friday, and twice daily on Saturdays and Sundays, as well as holidays. Fares between the Los Angeles International Airport and various Ventura County points are: Ventura--$5.00; Oxnard--$4.75; Camarillo--$4.50; Newbury Park--$4.25; Thousand Oaks--$4.00.

Equipment used by VCTCo is a metallic green and gold Flxible Clipper.

CALIFORNIA-VCTCo (CONTINUED)

Below is a reproduction of VCTCo's schedule that appeared in a local paper:

To Los Angeles International Airport	Monday Only	Tue Wed, Thu. & Fri.	Monday thru Friday		Saturdays, Sundays and Holidays	
Lv. Ventura	540A	610A	1030A	345P	925A	310P
Lv. Oxnard	553	623	1043	358	938	323
Lv. Camarillo	607	637	1057	412	952	337
Lv. Newbury Park	620	650	1110	425	1005	350
Lv. Thousand Oaks	625	655	1115	430	1010	355
Ar. L.A. I'tl Apt.	745	815	1230	545	1130	535
From Los Angeles International Airport	**Monday Only**	**Tue., Wed., Thu. & Fri.**	**Monday thru Friday**		**Saturdays, Sundays and Holidays**	
Lv. L.A. I'tl Apt.	800A	830A	100P	815P	1200Noon	815P
Ar. Thousand Oaks	910	940	210	930	115P	930
Ar. Newbury Park	915	945	215	935	120	935
Ar. Camarillo	928	958	228	948	133	948
Ar. Oxnard	940	1010	240	1000	145	1000
Ar. Ventura	952	1022	252	1012	157	1012

Included with the schedule was the fares listed on Page Five, and the following note: "Fare includes luggage. Bus is air conditioned. You do not have to hold an airline ticket to use this bus line."

ANTELOPE VALLEY BUS CO., INC. (AVBCo)

LANCASTER: The roster of the month for October is AVBCo. This company operates in the Antelope Valley--at the extreme northern end of Los Angeles County--about 60 miles from the L.A. Civic Center. Transit operations include three local routes in Lancaster, two school routes and two routes between Lancaster and Edwards A.F.B., not to mention a route to a missle testing center--90 miles from Lancaster. A lucrative charter business is helping AVBCo prosper.

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
104	Yellow	TD-4505/189	41	1941	Ex-PGL 1164
106	ACF-Brill	IC-41/913	41	1947	Ex-PGL 1647, gone.
107	ACF-Brill	IC-41/915	41	1947	Ex-PGL 1649, gone.
110	Chevrolet	Carryall	7		
111	G M Coach	PD-4151/348	37	1947	Ex-WGL 9314
211	G M Coach	PD-3751/262	37	1947	Ex-WGL P529
112	Yellow	TD-4502/081	45	1940	Ex-LAMTA 6082
113	Yellow	TD-4502/084	45	1940	Ex-LAMTA 6085
114	G M Coach	PD-4103/469	41	1951	Ex-WGL 7347
214	G M Coach	PD-4103/291	45	1951	Ex-WGL 7382
314	G M Coach	PD-4103/300	45	1951	Ex-WGL 7391
414	G M Coach	PD-4103/1241	41	1952	Ex-WGL 7471
514	G M Coach	PD-4103/284	39	1951	Ex-WGL 9332
614	G M Coach	PD-4103/354	37	1951	Ex-WGL 9371
714	G M Coach	PD-4103/109	37	1951	Ex-WGL 7354
814	G M Coach	PD-4103/851	37	1951	Ex-?
115	Yellow	TD-4505/???			Ex-PGL, gone.
116	Yellow	TD-4505/???			Ex-OBS, gone.
117	G M Coach	TD-4506/???			Ex-PGL, gone.
119	G M Coach	TD-4506/849	45	1946	Ex-LAMTA 6364
120	G M Coach	TDH-3610/251	36	1947	Ex-SCRTD 6648

CALIFORNIA--AVBCo (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
121	G M Coach	TDH-3610/253	36	1947	Ex-SCRTD 6650
122	Plymouth	Valiant	6	1966	Automobile
123	G M Coach	PD-4104/???			
124	G M Coach	PD-4104/4366	39	1960	Ex-LVTRS (91?)

PGL - Pacific Greyhound Lines; WGL - Western Greyhound Lines;
LAMTA - Los Angeles Metropolitan Transit Authority; OBS - Orange Belt Stages
SCRTD - Southern California Rapid Transit District;
LVTRS - Las Vegas-Tonopah-Reno Stages.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: JOHN F. HUTCHISON, formerly Treasurer and Assistant General Manager of the OMAHA TRANSIT COMPANY has been selected as Director of Transportation for SMMBL. Mr. Hutchison replaces THOMAS PRIOR, who is now General Manager of the SAN DIEGO TRANSIT CORPORATION.

Coach No. 4802, a GMC TDH-4801, has been repainted in a two-tone blue paint scheme (light blue over dark blue, divided at the belt line) instead of the white, two-tone blue and silver colors in which the TDH-5105's were painted.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Ten former INGLEWOOD CITY LINES buses have been retired and authorized for sale at minimum prices ranging from $25.00 to $800.00 each. Included are seven IGH-3207(DC)'s (RTD 6685-6691) and three TD-4505's (RTD 6963-6965). 6691 and 6965 were not in running order when acquired, but the others were used briefly by RTD.

An alternate route has been authorized for Line 127--DISNEYLAND-CATALINA TERMINAL-MARINELAND in the vicinity of Knotts Berry Farm, in keeping with the one-way traffic on a portion of Grand Ave. No regularly scheduled service is operated by Line 127 to Knotts, but special trips are operated for steamship connections.

The District has adopted a program for prepayment of the remaining balance of its equipment trust certificates as funds become available in the Depreciatiom Reserve Fund. Most recent equipment equipment purchases have been by cash payment.

The 25 remaining former LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 6600's (GM TDH-3610's) are now being repainted. This fact tends to indicate that they will not be replaced upon delivery of the 200 coaches now on order; 6601 and 6602 have been completed thus far.

Ex-PASADENA CITY LINES bus No. 6956 is now in RTD colors, in addition to those listed previously. A revised list of coaches that were painted in PCL's final paint scheme of yellow and white includes: PCL 8503, 8506, 8510-8514, 8640-8641 and 8645-8647.

And speaking of repaints, the following members of the regular fleet received new "saddle tan, chrome yellow and white" paint jobs since out last listing: TDM-4515: 2025; TDH-5301's: 5229, 5239, 5419, 5421, 5447-5448, 5454, 5466, 5475; F2D6V-401-1's: 5715, 5721; TDH-3610's: 6668-6669; TDH-4507: 6950, 6953; TDH-4509: 6962.

New numbers for the 200 Flxible buses will be 4200-4224 (45-seaters) and 6100-6274 (51-seaters).

CALIFORNIA--SCRTD (CONTINUED)

Last month we noted that certain 5000-class GM TDH-5303's, normally at Divisio 1 (6th & Central) were at Division 9 (El Monte) buing used on certain interurban lines instead of 6000's, and that certain 6000-class Flxible F2DV8C-401-1's normally at Division 9 were at Division 1 being used on Line 26 which normally uses 5000's, and that the switch was made to compare Cummins and GM diesel engines in heavy city and interurban service. Although the decision has already been made on which engines to purchase, as of deadline time the switch was still in effect. So, just for the record, 5007, 5018, 5033, 5039 and 5065 are at Division 9, and 6004, 6006, 6008, 6012 and 6017 are (or were) at Div. 1.

Rumor Dept: From presumably informed sources we keep hearing the story that the City of Torrance wants to divest themselves of their municipal bus operation, and that they have made what appears to be a quite reasonable offer to SCRTD to purchase the buses and run their system. The city reputedly has even offered to pay SCRTD an annual subsidy to operate the lines (of which there are four). However, the matter has yet to be brought before the Board of Directors.

SANTA FE TRANSPORTATION CO. (SFTCo)

LOS ANGELES: In a change of its former passenger policy, the ATCHISON, TOPEKA AND SANTA FE RAILWAY has applied to the various regulatory commissions to discontinue a majority of its rail passenger service. Such a change would affect SFTCo connecting rail-bus service in the state of California proportionately. Such services are provided in the San Francisco Bay Area, connecting with trains at Richmond, Los Angeles to Bakersfield and Long Beach to Pasadena. SFTCo buses include GMC PD-4104's (north) and PD-4106's and an especially designed Crown Coach (south).

TRANSCONTIEENTAL BUS SYSTEM, INC. (TBS)

LOS ANGELES: TBS subsidiaries, CONTINENTAL WESTERN LINES, CONTINENTAL PACIFIC LINES, AMERICAN BUSLINES, INC. and GIBSON LINES have been granted a 7% California intrastate fare increase--on all but commuter fares; the increase becomes effective on October 20th. WESTERN GREYHOUND LINES placed a similar hike into effect last January.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Kassborher Golden Eagles 4815 and 4823 (Golden Eagle/27766 and 27755) are currently being reconditioned at the Los Angeles shops (as detailed in TB-5/67). The Trailways storrage area in Los Angeles has been expanded by the purchase of a lot at 14th Pl. & Essex, adjacent to the existing yard.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Effective October 12th, all schedules on the LOS ANGELES-SALT LAKE CITY route were revised to permit faster running times. Schedules are being speeded up by between 25 and 70 minutes--primarily between Los Angeles and Las Vegas.

Kassborher Golden Eagle 6809 (Golden Eagle/27762) has been rehabilitated in a manner similar to the CWL cars mentioned above.

One of the SAN FRANCISCO DEPOT-EAST RENO (NUGGET CASINO) trips has been changed to originate at the San Francisco tour office, and then proceed to the depot.

AIRPORTRANSIT (APT)

LOS ANGELES: On October 2nd, the INTERNATIONAL AIRPORT-LOS ANGELES Main Line, which serves the Statler and Biltmore Hotels, was extended to terminate at the

CALIFORNIA--APT (CONTINUED)

new GREYHOUND/SCRTD depot. Service is provided on a 15 minute headway Monday through Friday and Sunday afternoons, and half-hourly during most other hours. Hourly owl service on Saturdays and Sundays was discontinued, but flight protection continues from the airport. The former INTERNATIONAL AIRPORT-AMBASSADOR-SHERATON WEST-ALEXANDRIA-HAYWARD-GREYHOUND DEPOT line has been cut back to terminate in the Wilshire District (Ambassador/Sheraton West). Service to the Hayward and Alexandria hotels has been changed to a scheduled taxi-cab service, with reservations required one hour before departure. This revised route operates on a 90 minute weekday and Sunday PM headway, and on a 2½ hour headway on Saturday and on Sunday morning. It is now routed to connect with main line buses at either the Statler or Biltmore.

Bus No. 410, the one Flxette in the fleet, has been repainted in the new orange and white paint scheme.

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

LOS ANGELES: On July 1st, the Transportation Employment Project of the State of California issued three folders containing complete schedules for all six ATCo/SLATCo routes (Nos. 1, 3, 4, 5, 6 and 8). Each folder contains a system route map and shows connecting SCRTD and GARDENA MUNICIPAL BUS LINES routes.

FIESTA-COACH (F-C)

HAWTHORNE: F-C is a division of Hawthorne-Christian schools, a large school bus operator in the South Bay area, which uses GMC transit coaches as well as conventional school buses. F-C has re-entered the charter business using parlor-type GM PD-4104 and 4107 buses equipped with restrooms, radios and bars. Formerly, Flxible VL-100's and ACF-Brill IC-41's were operated under the name of HCS COACHES and WESTERN COACHES.

AIRPORT SERVICE, INC. (ASI)

LONG BEACH: ASI has discontinued serving the Lafayette Hotel in Long Beach --this due to the closure of the hotel.

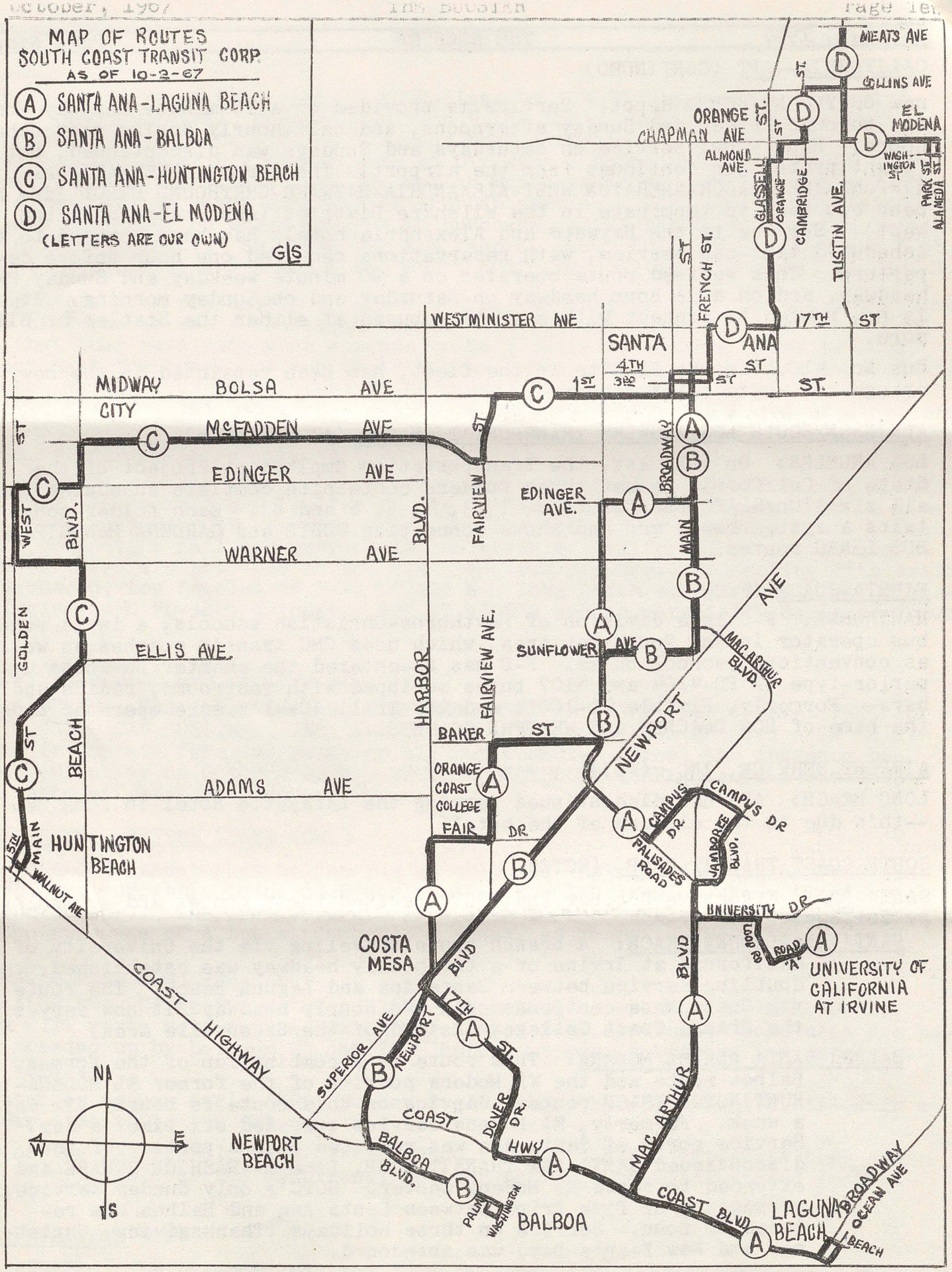
SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: Effective October 2nd, SCTC revised their routes and schedules as follows:

SANTA ANA-LAGUNA BEACH: A branch route traveling via the University of California at Irvine or a two hourly headway was established, doubling service between Santa Ana and Laguna Beach. The route via Costa Mesa continues on a two hourly headway; it now serves the Orange Coast College, instead of the Greenville area.

BALBOA-SANTA ANA-EL MODENA: This route is a combination of the former Balboa route and the El Modena portion of the former EL MODENA-HUNTINGTON BEACH route. Service on this route is hourly six days a week. Formerly, El Modena service operated six times a day. Service north of Santa Ana was rerouted over a portion of the discontinued SANTA ANA TRANSIT CORP. Line 1--FASHION SQUARE and extended to serve El Modena Center. SCTC's only Sunday service, consisting of five trips between Santa Ana and Balboa was reduced to four. Service on three holidays (Thanksgiving, Christmas and New Year's Day) was abandoned.

SANTA ANA-HUNTINGTON BEACH: This route now operates on a 90 minute head-


MAP OF ROUTES
SOUTH COAST TRANSIT CORP
AS OF 10-2-67
(A) SANTA ANA-LAGUNA BEACH
(B) SANTA ANA-BALBOA
(C) SANTA ANA-HUNTINGTON BEACH
(D) SANTA ANA-EL MODENA
(LETTERS ARE OUR OWN)
G|S
MEATS AVE
COLLINS AVE
EL MODENA
ORANGE ST.
CHAPMAN AVE
ALMOND AVE.
GLASSELL
CAMBRIDGE
TUSTIN AVE.
WASHINGTON ST
PARK ST
ALAMEDA ST
FRENCH ST.
WESTMINSTER AVE
SANTA ANA
17TH ST
4TH ST
3RD ST
1ST ST
MIDWAY CITY
BOLSA AVE
McFADDEN AVE
EDINGER AVE
WARNER AVE
ELLIS AVE
ADAMS AVE
WEST BLVD.
GOLDEN ST
BEACH BLVD.
HARBOR BLVD.
FAIRVIEW ST.
FAIRVIEW AVE.
BROADWAY
MAIN
SUNFLOWER AVE
BAKER ST
ORANGE COAST COLLEGE
FAIR DR.
5TH ST
MAIN
HUNTINGTON BEACH
WALNUT AVE
COSTA MESA
NEWPORT BLVD
17TH ST
SUPERIOR AVE
COAST HIGHWAY
NEWPORT BEACH
BALBOA BLVD.
PALM
WASHINGTON
BALBOA
COAST HWY
DOVER DR.
NEWPORT
MAC ARTHUR BLVD.
CAMPUS DR
CAMPUS DR
PALISADES ROAD
JAMBOREE BLVD.
UNIVERSITY DR
BOOT ROAD
UNIVERSITY OF CALIFORNIA AT IRVINE
COAST BLVD
LAGUNA BEACH
BROADWAY
OCEAN AVE
BEACH
N
W
E
S

CALIFORNIA--SCRC (CONTINUED)

way six days a week as opposed to the former six trips per day Monday through Friday, and four on Saturday. This line was re-routed to serve Huntington Center and Golden West Junior College.

As a result of the rerouting and rescheduling, bus requirements have increased from four to six. System timetable No. 3, encompassing the above mentioned changes, was issued 10-2-67, and replaces schedule No. 2 (11-14-65).

GOLDEN WEST TRANSIT LINES (GWTL)

SANTA ANA: GWTL has filed an application with the PUC to discontinue its Line 1--SANTA ANA-GARDEN GROVE. Service was reduced on this route recently. Line 2--SANTA ANA-EL TORO MARINE BASE will continue to operate.

Bus No. 117 (a GM TDH-3207) has had a Silver Eagle mounted on its front! GWTL's entire fleet (of two buses) have had the glass on their destination signs painted over with white paint and "SANTA ANA" painted in red letters.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: The long awaited fifteen Flxible "New Look" transit buses that SBMTS had purchased with its 2/3 federal grant finally arrived in San Bernardino during the week of October 2nd. SBMTS Superintendent FRANK K. KING wasted no time in getting his proud new fleet in the public's eye. All fifteen were sent through the shops for last minute checking and cleaning after their 2,000-odd mile trip from the Loudonville, Ohio Flxible plant, and appeared in a parade in downtown San Bernardino on Saturday morning, October 7th; at the conclusion of the parade, bus No. 800 was placed on display for public inspection at 3rd & "E" Sts. All coaches went into service on Monday morning, October 9th, releasing from service 14 prewar 36 and 40 seat Yellow Coach diesel buses and one 31-seat GMC gas bus that was built in 1951.

TB reporters Quon and Squier interviewed Mr. King and his staff on October 14th, and were given a demonstration of the attributes of the new buses, as personified in Bus No. 800. So as to be noticed, and to brighten-up the fleet and its image in the eyes of the public, the new buses were painted in an imaginative pattern of red and white. As we boarded the 800, we could not help but notice the headsign reading, "HAVE A SAFE HOLIDAY", which is to be used on days before holidays as part of a promotional safety campaign. It was quite a relief to get in out of the 90° heat of the day and into the coolness provided by the 800's Thermo-King airconditioning unit, which is operated by a separate gasoline powered engine (from the main power plant). The interior of the coach was decorated in hues of white and what was described us us as "Cadillac gold", and defies further elaboration. The well paded seats were upholstered in red and white, and were manufactured by Flxible. As the 800 pulled-out of the yard and on to "G" St., we were impressed by the acceleration provided by the combination of the GM 4-71N diesel power plant connected to an Allison transmission. To digress for a moment on the subject of bus engines, the reader will no doubt recall that the 4-71 diesel engine is the very successful "in-line" four cylinder engine that GM used in its small capacity transit and parlor buses between 1940 and the early 1960's. It should be noted that GM discontinued the use of the 4-71 in coach production when the TDH-3714 model was discontinued. With the judgment on the GM Anti-Trust case, (around 1960) GM diesel engines were made available to other manufacturers--notably Flxible, who used various GM diesel engines in both their intercity and transit buses--including the 4-71 in their Airport Series buses. SBMTS's order was, however, the first use by Flxible of the 4-71 in a transit bus; it is also the first use of the 4-71 in any "New Look" transit bus of any manufacture. The present engine is an improvement

CALIFORNIA--SBMTS (CONTINUED)

over the previous model. As will be noted by the "N" suffix, "Needle Point" injector valves, producing a finer spray, and as a result, more power, have been included in the new engine. As we noted from the SBMTS buses, the similarity between the 4-71N and what we are used to experiencing in TDH-3610's, for example, was not great, as far as sound and acceleration are concerned. We have always thought of a 4-71 in a TDH bus as being rather sluggish and emitting a rather high-pitched sound; the new engine has neither of these attributes, it being quite "peppy" and relatively quiet. But getting back to our demonstration ride, we noted smooth shifting, a firm ride--and a level one around corners. When the temperature inside the bus reached the desirable point, the a/c engine cut-out; we began to wonder if the a/c was still on. We were assured that under normal operation, the a/c engine works only when cooling is required. Our over-all impression of SBMTS's compares quite favorably with other presently produced transit buses.

In connection with the introductory promotion for the new buses, the San Bernardino Chamber of Commerce held a "Name the Bus" contest, wherein the public was invited to suggest different names for each of the fifteen new buses. Awarded for the names selected was a $25 merchandise certificate. On the morning of our interview, the fifteen names had been selected, but they had not been assigned to their respective buses. When we asked about name assignment, Mr. King said, "Just a minute..." and before our very eyes the following bus/name assignments were made:

800 - BUSQUICK	805 - HIGHLAND LASSIE	810 - SCENIC CITY
801 - CITRUS SAM	806 - KING OF THE ROAD	811 - SHOPPING CART
802 - CITY ON THE MOVE	807 - THE MAGIC CARPET	812 - INLAND QUEEN
803 - CLOUD NINE	808 - ON TIME	813 - SIR TRANSALOT
804 - THE COUNTY'S SEAT	809 - SAN BERNARDINO MISS	814 - SPACELINER

Except for bus 812, which was named INLAND QUEEN because it is assigned to the line that serves the Inland Shopping Center, the buses were named in alphabetical order. (For further details, see also equipment report.)

Released from service by the new buses were 700-711 (1940-41 Yellow Coach TD-4001's and 4005's), 502-503 (1941 Yellow Coach TD-3602's) and 304 (1951 GM TGH-3101), some of which were not in operating condition (TB-9/67). All 15 buses will be put up for sale, and sold to the highest bidder. As for the rest of the fleet, which consists of four 1961 GM TGH-3102's, nine 1947 GM TDH-3207's, two 1948 GM TDH-3610's and two 1949 GM TDH-3612's (see SBMTS roster, TB-7/64), it will be repainted red and white, divided at the belt rail (the old scheme was two-tone blue). Buses 300 and 301 had already been painted on 10/14; 302 and 303 (all 3102's) were in the city's paint shop.

A new company emblem--an oval in red with white letters--appeared on the new buses, and will be applied to the repainted old buses. Prominant in the design of the emblem are the letters "MTS".

SAN DIEGO ECONOMY LINE (SDEL)

SPRING VALLEY: SDEL has petitioned the State Public Utilities Commission to reroute its COLLEGE GROVE-SAN YSIDRO line to serve Unimart and Chula Vista Shopping Center. FREDDIE L. ALLEN, SDEL President has requested permission to revise the route as follows: From Third & "E" via Third, "H" St., Fourth Ave., and "I" St. to Third Ave. Also asked for was removal of the restriction against the handling of local passengers between the border and the intersection of Third Ave. & "E" St.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Residents of San Diego have selected a two-tone blue and white paint scheme for the SDTC fleet. Colors of blue and white won out over

CALIFORNIA--SDTC (CONTINUED)

the other possibilities, two-tone green and white and yellow and white, in a recent public opinion poll. (The chosen scheme was applied to bus No. 258 in the promotion--see TB-9/67).

Effective September 24th, SDTC reduced the price of tokens from 4/$1.10 to 4/$1.00 and reduced student fares (which are in effect Monday thru Friday) from 25¢ to 20¢. The 30¢ cash fare and 10¢ zone charge will remain the same.

ACTIVITIES OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

Listed below are some of the matters that have come before the PUC since our last listing:

Name of Carrier	Date	Item
South Coast Transit Corp	8/29/67	Granted authority to reroute and to extend Huntington Beach-Santa Ana-Orange service. New certificate issued.
Watts-Compton Improvement Assn.	8/30	2nd ammendment filed on request for a certificate between South Central L.A. and various industrial areas in L.A. and Orange Counties.
East Los Angeles Improvement Assn.	8/30	Seeking a passenger bus certificate between Los Angeles and Pomona and industrial areas.
Avalon-Carver Community Center	8/30	Seeking a passenger bus certificate between Avalon-Central L.A. and Pomona and industrial areas.
Golden West Transit Lines	8/31	Requesting authority to abandon passenger bus service, Santa Ana, etc.
Sequoia Stages, Inc. (Eastshore Lines)	9/1	Requesting permission to extend service on Terra Linda-S.F. route to Lucas Valley and Marin Woods.
Antelope Valley Bus Co., Inc.	9/1	Seeking a certificate to operate between Edwards Air Force Base and L. A. International Airport.
San Jose City Lines, Inc.	9/6	Granted an interim fare increase.
Santa Barbara Transit Company	9/12	Dismissal of application to operate a scheduled service between Santa Barbara and Disneyland, etc.
Douglas Bus Lines, Inc.	9/12	Authorized to increase certain fares, Long Beach, fullerton, etc.
Sequoia Stages, Inc. (Eastshore Lines)	9/19	Dismissed request by carrier to operate buses of greater than 35 feet in length between San Francisco and Terra Linda.
Eastern Cities Transit, Inc.	9/12	Amended previous decision authorizing temporary service on City of Commerce route.
J & M Transportation Service	9/20	Requesting a certificate between Yuba City and Marysville.
San Diego-Mamoth Ski Bus	9/21	Seeking to transfer assets to Kopecky Corp. and for authority to issue stock.
San Diego Economy Line, Inc.	10/2	Requesting a certificate to extend services on Route 2 and for removal of restriction--Chula Vista
Riddle Scenic Tours	10/10	Owner P.G. Ford authorized to sell equipment and certificate to A. L. Riddle.

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

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

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Southern Kansas Greyhound Lines	SK-214	Bus & Car	Silv Egl/7269	
San Bernardino Municipal Transit System	800-814	Flxible	411-HD-D1-1/76001-76015	35 seats, aircon-ditioned.
Golden Bear Div., Charter Bus Transp. System	90	Flxible	Flxliner/?????	
Gardena Municipal Bus Lines	81	G M Coach	SDM-4502/????	Aircon-ditioned
Western Greyhound Lines	8718-8748	M. C. I.	MC-5A/????	Add'l info (new del's)
Fiesta Coach	38, 41	G M Coach	PD-4107/????	
USED BUSES				
South Los Angeles Transportation Company	45	G M Coach	TDM-4507/2999	Add'l info
	54	G M Coach	TDH-4509/070	Ex-SDTS 916
	214	G M Coach	PD-4107/500	Ex-City of Commerce 300
South Coast Transit Corp.	2493-2494	G M Coach	PD-4104/928, 1052	41 seats--Ex-Greyhound??
Western Greyhound Lines	7650-7659	G M Coach	PD-4104/4823-4832	Ex-Cal. Parlor. Car. Trs. 70-79
Spokane City Lines	4075, 4077	G M Coach	TD-4507/137, 150	Ex-El Paso CL
Ventura County Transp. Co.	1	Flxible	Clipper/????	Ex-????
Fiesta Coach	3902	G M Coach	PD-4104/????	Ex-Eastern Greyhound Lines 3902??

CALIFORNIA--ACTIVITIES OF THE PUC (CONTINUED)

Name of Carrier	Date	Item
Sightseeing San Diego, Inc.	9/19/67	Amendment filed in request for a sightseeing certificate, San Deigo and vicinity.
Southern Pacific Company	9/1	Requesting authority to discontinue trains 75 and 76 between Los Angeles and San Francisco.