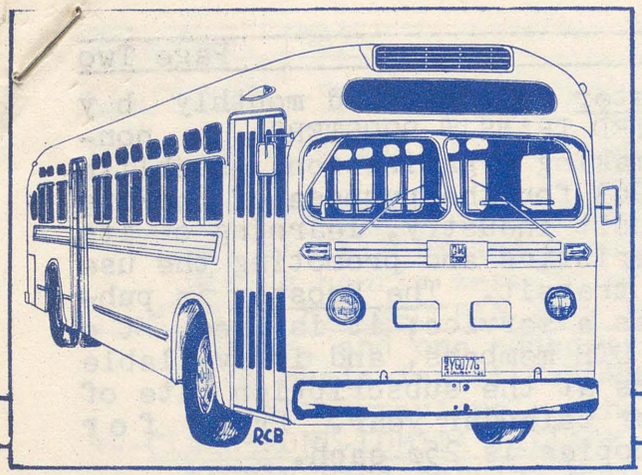


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 5, No. 11 November, 1967 Sixteen Pages

H A W A I I

HONOLULU RAPID TRANSIT CO., LTD. (HRTCo)

HONOLULU: The mayor of Honolulu recently announced detailed plans for a 21-member Transportation Coordinating & Advisory Committee that will work on future plans for the city's mass transit system. This new committee would be divided immediately into three "task forces" to study the administrative, financial and legal problems of setting up a mass transit system. Under special consideration by the taskforces will be plans for an interim all-island bus system that would operate for the next five to ten years; this in turn being replaced by a rail transit system with feeder-bus routes--the latter system planned to be in operation within 10 to 15 years.

HRTCo has applied for permission to increase bus fares by 5¢ for adults and children; the State Public Utilities Commission will probably hear the case during December. The present fare is 25¢ cash for adults and 15¢ cash for children. Tickets may be purchased at the rate of 5/$1.00 for adults, and 5/50¢ for children (children's fares apply only during school hours). HRTCo maintains that the increasing cost of labor and materials, since its last fare increase in 1961, has made it impossible to continue to show a profit. At present rates, the Company figures, a loss of some $99,000 will be incurred in the next 12 months. Even if the proposed fare increase is granted, HRTCo claims that it will earn only $148,000 net; the PUC recently declared that the Company should be entitled to earn $230,600 a year. The reason for the drop in profits is naturally due to high labor costs. 68% of the Company's budget goes for salaries and wages; HRTCo drivers are presently earning a total wage package valued at $4.39 per hour. Taxes also take a big bite out of budget monies; $779,500 was spent for that purpose last year. At present, HRTCo is carrying 53,700 adult paying passengers and 17,500 paying school children a day; these figures are expected to drop to 48000 and 13,700 respectively if the fare increase is granted and if current trends continue.

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Senior Citizens fares (20¢ for the first two zones, and 10¢ for each additional zone) were recently instituted by SDTC. The new fares are in effect Monday through Friday between 9:00AM and 3:00PM, and from 7:00PM until midnight, and from 11:59PM Friday until 4:00AM Monday.

CLUB NEWS

MEETING NOTICE

The December regular meeting of the UNITED TRANSIT BOOSTERS will be convened at 8:00PM on Sunday evening, December 10, 1967 in the home of member Lazear Israel, 936 South Genesee Avenue--on the west side of Los Angeles. The meeting location is ¼ block north of Olympic Blvd., and three blocks east of Fairfax Ave., 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) and riding to Olympic & Genesee; or from Hollywood and connecting lines on Line 89--FAIRFAX buses to Olympic & Fairfax.

1968 MEETING NOTICES

Meetings for 1968 will be held on the second Sunday evening of each and every month, and will be convened at 8:00PM. Until further notice, the meeting place will be 936 South Genessee Ave, Los Angeles. 1968 meeting dates are as follows:

January 14th	February 11th
March 10th	April 14th
May 12th	June 9th
July 14th	August 11th
September 8th	October 13th
November 10th	December 8th

NEW MEMBERS

A congeniel Welcome Aboard is issued to the three newest UTB members, accepted at the November regular meeting: Bernard M. Bear (No. 57) of Akron, Ohio; William E. Vanderbuilt (No. 58) of Owosso, Michigan; and Mac Sebree (No. 59) of Los Angeles. Glad to have you with us gentlemen.

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.

Membership applications and information and subscription information information may be had from the business office (see below).

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BACK ISSUES OF "TB"

From time to time the General Manager has had inquiries from various readers regarding the availability of back numbers of this publication. As a result of a policy of always publishing more copies of each issue that the circulation calls for, a quantity of most of the back issues is still available. The five 1963 issues (Vol. 1, Nos. 1-5) are completely out of print; although in limited supply, copies of all other issues are available @ 25¢/ea.

CALIFORNIA--SDTC (CONTINUED)

Night service was improved on the following twelve lines effective October 22nd:

2--THIRTIETH STREET: One additional daily night trip leaving Harbor & Broadway at 11:24PM and 30th & University at 11:59PM was added, thus providing hourly service after 8:30PM.

3--MISSION HILLS-OCEAN VIEW BLVD.: Two additional trips on Monday through Friday, and one added trip on weekends now provide hourly evening service beginning at 7:30PM. Service to Mission Hills now operates until 12:25AM; previously, the last trip departed at 10:25PM.

4--CLAIREMONT-LOMITA VILLAGE (formerly LINDA VISTA-LOMITA VILLAGE): Half-hourly base service Monday through Saturday replaced the former 45 minutely service; one additional evening trip was also added.

5--UNIVERSITY CITY-MARKET STREET: Three round trips were added, providing an hourly night service after 7:30PM. Saturday schedules were improved from 45/90 minutely to 30/60; all Sunday schedules operate through to College & Streamview (instead of every other one) providing hourly service to that point on Sundays.

6--NORTH PARK-MISSION VALLEY CENTER-POINT LOMA: Evening service, Monday through Friday only, was reinstituted between Mission Valley Center and 33rd & University.

11--KENSINGTON-LOGAN HEIGHTS: Two evening round trips were added, providing hourly service after 8:30PM.

C--PACIFIC BEACH: Six trips were added daily, providing hourly service between 6:10PM and 12:10AM. Formerly the last bus left downtown San Diego at 6:10PM.

E--CITY OF EL CAJON: Sunday through Friday, one additional trip was added, leaving downtown San Diego at 12:36AM, as was a Friday only trip leaving at 8:05PM.

H--MISSION VILLAGE: Evening service, consisting of three trips, one from downtown San Diego and back, and two round trips between 5th & University and Mission Valley Center, providing the latter with night schedules.

L--POINT LOMA-CHULA VISTA: One additional trip. leaving Chula Vista daily at 12:21AM has been added.

O--OCEAN BEACH-IMPERIAL BEACH: Three round trips were added, providing hourly night service.

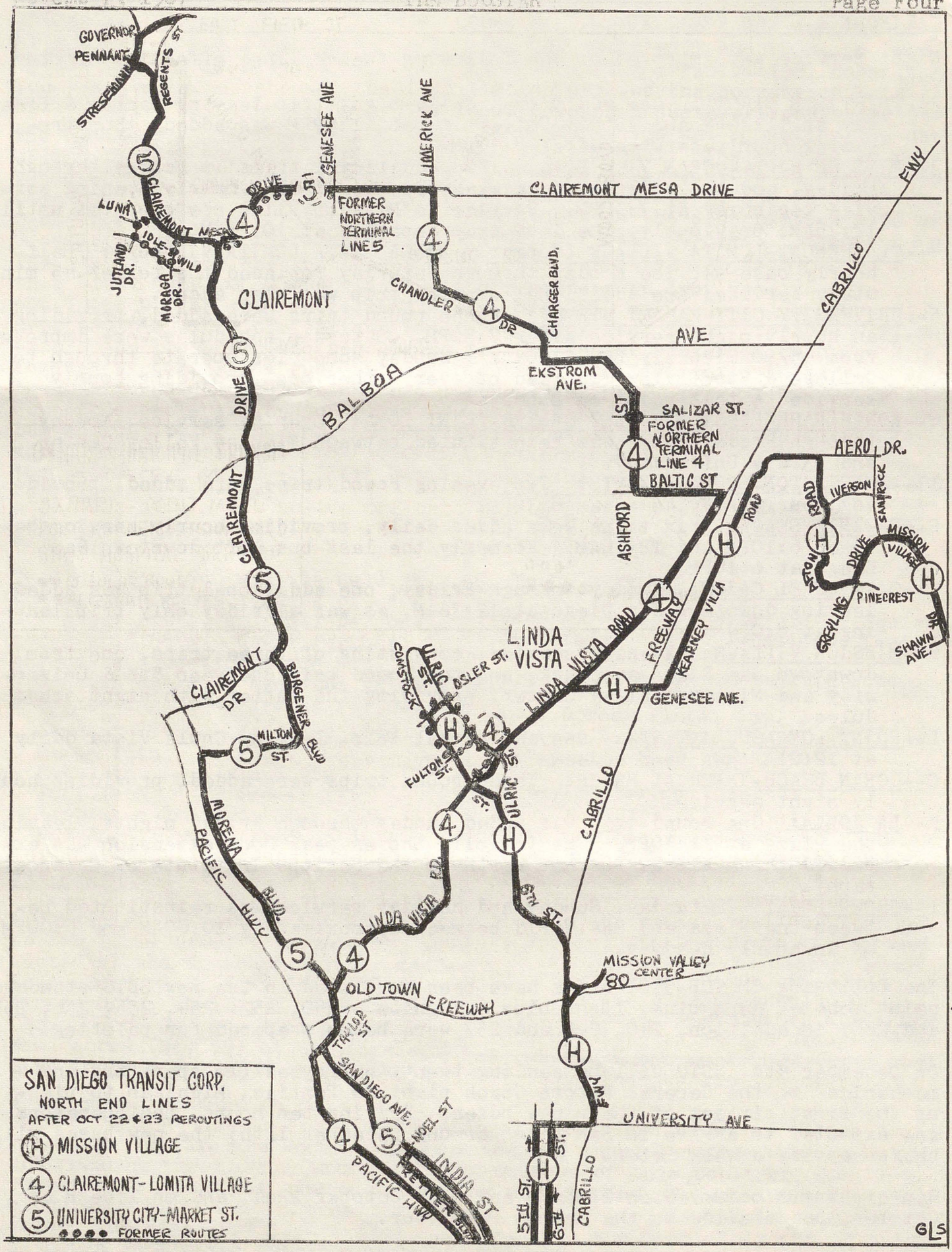
R--LA JOLLA: One round trip was added Sunday through Friday nights, leaving the Plaza at 11:10PM. The La Jolla Shores peak hour extension was extended three blocks further north to the Scripps Institute of Oceanography.

T--CROWN POINT. Saturday, Sunday and holiday service was reinstituted between the Plaza and Sea World between approximately 10:00AM and 6:00PM on an hourly headway.

The following GM TDH-5301 buses have been repainted in the new SDTC standard paint scheme, dark blue, light blue and white: 250, 252, 254, 255, 256, 258 and 260; in addition, 240, 249 and 257 were being prepared for painting.

On December 4th, SDTC will be sending twenty employees (16 operators and 4 mechanics) to the General Motors Coach plant in Pontiac, Michigan to pick-up the first sixteen of their new buses. Driving ten hours, the operators are expected to arrive in San Diego around December 11th; the new buses will be in service a week later.

Route changes occurred on lines 4 and 5 on October 22nd, and on line H on October 23, as detailed on the map on Page Four.


GOVERNOR
PENNANT
STRESEMANN
REGENTS ST
CLAIREMONT MESA DRIVE
LUNA
IDLEWILD
JUTLAND DR.
MORAGA DR.
GENESEE AVE
LIMERICK AVE
FORMER NORTHERN TERMINAL LINE 5
CLAIREMONT MESA DRIVE
FWY
CLAIREMONT
CHANDLER
CHARGER BLVD.
CABRILLO
BALBOA AVE
EKSTROM AVE.
SALIZAR ST.
FORMER NORTHERN TERMINAL LINE 4
BALTIC ST
AERO DR.
IVERSON
SANDROCK ROAD
ASHFORD
CLAIREMONT DRIVE
ASTON
MISSION VILLAGE DRIVE
PINECREST
GREYLING
SHAWN AVE.
KEARNEY VILLA ROAD
FREEWAY
LINDA VISTA
LINDA VISTA ROAD
GENESEE AVE.
ULRIC ST.
COMSTOCK
OSLER ST.
FULTON ST.
CLAIREMONT DR
BURGENER BLVD
MILTON ST.
MORENA
PACIFIC HWY
LINDA VISTA RD.
6TH ST.
CABRILLO
MISSION VALLEY CENTER
80
OLD TOWN FREEWAY
TAYLOR ST.
SAN DIEGO AVE.
NOEL ST
INDIA ST
PACIFIC HWY
FREEWAY
5TH ST.
CABRILLO
FWY
UNIVERSITY AVE
SAN DIEGO TRANSIT CORP.
NORTH END LINES
AFTER OCT 22 & 23 REROUTINGS
MISSION VILLAGE
CLAIREMONT-LOMITA VILLAGE
UNIVERSITY CITY-MARKET ST.
FORMER ROUTES
GLS

CALIFORNIA (CONTINUED)

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: On October 23rd, the SANTA ANA-LAGUNA BEACH route was rescheduled to provide one additional morning and afternoon trip via Costa Mesa. Afternoon schedules have been revised to operate 15 minutes later than as shown on schedule No. 3, which was released on 10-2-67.

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo)

LONG BEACH: LBPTCo has signed a new three year agreement with the Amalgamated Transit Union, calling for a 45¢ wage increase spread over three years, bringing operators wages to $3.38 an hour on December 1, 1969. A new type of zone check, similar to those used by SANTA MONICA MUNICIPAL BUS LINES have replaced the former paper checks that LBPTCo used.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Contrary to what was reported here last month, SBMTS's 15 new Flxible "New Look" transit buses have SPICER and not Allison automatic transmissions (our face is as red as the front end of one of Frank King's new buses). We seemed to have gotten the rest of the information straight, however.

An enjoyable day was spent on Sunday, November 12th by UTB members, as they were taken on a tour of San Bernardino on SBMTS buses 707 and 800. The trip marked the final operation of the System's 700 series Yellow Coaches, which had been taken out of regular service on October 9th. The 707 performed admirably on the hills of the city's northside. As the 707 pulled into the SBMTS yard for the last time at about 2:30 that afternoon, not only was the end marked for the use of prewar Yellow Coaches by SBMTS, but also the use of such equipment by any regular service transit operator in the Los Angeles Metropolitan Area! The southern portion of the city was covered on new Flxible bus No. 800. The "Bus Named "Busquick"" performed as we described last month; it provided a comfortable second half of our tour. We wish to officially thank Assistant Superintendent BOB CROWL for spending his only day off with us--and thanks to Superintendent Frank King for making it possible.

EASTERN CITIES TRANSIT, INC. (ECTI)

LOS ANGELES: The new CITY OF COMMERCE route commenced operation on November 1st, on a schedule providing half-hourly headways; 32-seat Marmon-Harrington buses Nos. 75 and 89 are used on the route. Route of the line was revised from that mentioned here (TB-7/67), to operate on Telegraph Rd. and Ferguson Dr. between Ferris and Garfield Aves. instead of Olympic Blvd., as originally planned.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Transit robberies are a familar problem, but the situation has become especially serious in Los Angeles in recent months. Hold-ups of RTD buses have averaged more than one per day this year. Three operators have been shot thus far, one fatally. The amount of cash involved each time is, of course, small, but the bus obviously serves as an attractive target, particularly for juveniles.

Several months ago, the District arranged for a pilot installation of "silent alarm" devices on 20 buses. The Police Department was to provide the transmitters, the District to pay the installation cost.

CALIFORNIA--SCRTD (CONTINUED)

The District also proposed the installation of 2-way radio equipment on all buses, the cost to be borne by the local governments except for possible federal aid.

Meanwhile, the robberies continued. The situation was complicated when the Brotherhood of Railroad Trainmen (representing RTD operators) set a deadline of November 27th, after which their members would refuse to drive buses in high-crime-rate areas without armed guards on board.

The County Supervisors responded with an appropriation of $100,000 to pay the salaries of 70 such guards for the remainder of 1967, in the hope of placing the plan in effect immediately. The RTD management is, however, opposed to the use of "shotgun riders" fearing that their presence would expose the operators and passengers to the greater danger of being caught in the midst of 2-way gun battles. Instead, the District decided to make the 2-way radio installation on all buses, the money (some $1,900,000) to come from depreciation funds. A few units have been installed already, but completion of the program must await the assignment of additional radio frequencies by the Federal Communications Commission.

As the situation nearned a crisis, the City of Los Angeles responded by assigning additional police officers to the area in question. The BRT postponed its deadline to December 18th, in order to allow the effectiveness of this and other measures to be determined.

Another new line, established November 20th, 87--LOS ANGELES-PASADENA SHOPPERS FREEWAY FLYER, sets several precedents. The new service uses the Pasadena Freeway, which has heretofore been "off-limits" for buses. It was felt that this, the oldest freeway in the area, was adequate for automobiles, but that its narrow lanes and sharp curves were not suitable for trucks and buses. PACIFIC ELECTRIC RAILWAY proposed bus service over the Pasadena Freeway several times, but each such plan was vetoed. Finally, the Division of Highways has consented to the operation of 96" wide buses over the Pasadena Freeway during off-peak hours.

The new line 87 operated from the Greyhound/RTD Terminal in Los Angeles, outbound via Maple, 6th, Wall, 8th, Spring, New High, Crd, Hill, Pasadena Freeway, Arroyo Parkway, Del Mar, Fair Oaks, Colorado and Lake to San Pasqual, terminating at Pasadena's South Lake Shopping Center. The return route is via Lake, California, Oak Knoll (the officially authorized loop is via Hudson Ave., but this was changed prior to the start of service due to an unforseen obstruction), Del Mar, Lake, Colorado, Fair Oaks, Del Mar, Arroyo Parkway, Pasadena Freeway, Hill, Sunset, Spring, 7th and Maple.

The initial schedule calls for six round trips Monday through Friday, leaving Pasadena hourly from 9:45AM to 2:45PM, and leaving Los Angeles hourly from 10:00AM to 3:00PM; the scheduled running time is 40 minutes in each direction. 5600-class airconditioned suburban-type buses are assigned, the initial service requiring two buses. First-day buses were 5621 (9:45 southbound trip) and 5622 (10:00 northbound trip). The new line is operated by Division 11 (Sixth & Central).

Fares are the same as for other Los Angeles-Pasadena service. Since the equipment, and to some extent, the operators, were already available but idle during the mid-day hours, the total added cost of this service is only $61.00 per day. Nine new (not diverted) passengers per trip would be sufficient to meet this cost.

ASBURY RAPID TRANSIT SYSTEM operated bus service over the Pasadena Freeway

CALIFORNIA--SCRTD (CONTINUED)

(then the Arroyo Seco Parkway) many years ago, but never secured the necessary operating rights and was forced to discontinue the service after a brief period. AIRPORT SERVICE, INC. has operated over the Pasadena Freeway under "grandfather" rights surviving from the days when they operated limousine-type equipment.

The former PASADENA CITY LINES and INGLEWOOD CITY LINES routes will be revised thoroughly in connection with the annual system shakeup, effective next March 10th. Included will be the extension of existing lines 10, 31 and 54. Complete details will be published here next month.

With the opening of the new Greyhound/RTD Terminal, Lines 34--LOS ANGELES-LYNWOOD-BELLFLOWER (Flyer service only). 36--LONG BEACH FREEWAY FLYER, 55--LOS ANGELES-NEWPORT BEACH-BALBOA were routed in downtown Los Angeles via Central Ave., 8th St., and Maple Ave. RTD's planners recognized that a route via 7th St. would be shorter and more convenient, but wanted to avoid possible congestion along 7th St. This congestion turned out to be less than feared, so the afore mentioned lines were rerouted via 7th between Central & Maple, effective November 12th.

Line 58--LOS ANGELES-SANTA ANA will be rerouted between Disneyland and the Orange County Hospital, effective December 24th. The new route will be via Haster St. and Chapman Ave., avoiding the Freeway frontage road entirely. The new route will serve substantial new residential developments.

An alternate route has been authorized for Line 120--LEISURE WORLD-LOS ANGELES FREEWAY FLYER. Serious damage to the interchange of the San Diego and Harbor Freeways (caused by fire following a traffic accident) has made detours necessary, and the new alternate route avoids the area entirely. The new route is via the 605 (San Gabriel River), Santa Ana and Santa Monica Freeways to the Harbor Freeway. An additional route is available for the outbound trip via 6th St., Whittier Blvd., Boyle Ave., 8th St., and the Santa Ana Freeway.

Line 3--WEST SIXTH ST.-CENTRAL AVE. is to be extended from its present terminus at 3rd & Fairfax via 3rd St. to La Cienega Blvd. A trial service was operated over this route from June 19 to September 10, 1961. The last trial was in the form of an unattractive and unsuccessful shuttle line (LAMTA Line 152--WEST THIRD ST.), however, since Line 3 was then a trolley coach line. The new operation will be an extension of the regular through service, operating until approximately 9:00PM, Monday through Saturday. The extension will also avoid the traffic congestion encountered at the present terminal on Fairfax. One additional vehicle will be required at an added operating cost of approximately $30,500 per year. 150 new passengers per day will be needed to meet this cost. The loop at the new terminal will be via La Cienega, San Vicente, and 3rd, connecting with Lines 4 and 27. This change will be effective December 24th (officially, although the first actual service will be December 26th).

Several other changes will also be made effective December 24th, on Lines 33--LOS ANGELES-WATTS-COMPTON-WILMINGTON and 92--SIERRA VISTA-WATTS. Night service (after approximately 9:15) of line 33 will be discontinued, and line 92 extended to Long Beach & Greenleaf in Compton. This will eliminate the layover of coaches at Watts during the late evening hours and, hopefully somewhat reduce the hold-up problem. In another change, line 33 will provide local service, for the first time, to three new stops along Avalon between Florence and Manchester. Finally, line 33 will be routed at its

CALIFORNIA--SCRTD (CONTINUED)

Wilmington Terminal, looping via D, Broad, C and Avalon, instead of via C, Marine, B and Avalon.

Line 37--HARBOR FREEWAY FLYER is yet another that will be rerouted, effective December 24th. The extension to Union Station (presently operated during daytime hours, Monday through Friday) will be discontinued and all service operated to and from the new Greyhound/RTD terminal The regular route will be inbound via Main, 7th, and Maple to the station, then outbound via Maple, 5th and Main. Four morning and four afternoon rush hour trips will be extended to the Civic Center to serve commuters. The morning trips will operate inbound via Main, 1st, San Pedro, 7th and Maple, the afternoon trips outbound via Maple, 6th, San Pedro, Temple and Main. At the same time, this line will be extended at its San Pedro end via Sampson Way to a point near the Marine Radio Service Building, thus serving Ports-of-Call Village.

The La Crescenta route (56L) or Line 56--LOS ANGELES-SUNLAND was rerouted in Montrose last April 9th due to construction of a shoppers' Mall along Honolulu Ave (as reported here earlier). The new route, duplicating that of route 56P through the area, has proved unsatisfactory. The City of Glendale has agreed to make necessary modifications in the Mall area to permit restoration, effective December 10th, of the former route via Honolulu and La Crescenta Avenues.

Although no rerouting is involved, yet another operating change has been made on account of hold-up problems. Effective November 29th, evening trips (after approximately 7:00PM) of Line 89--FAIRFAX AVE.-HOLLYWOODLAND-WESTERN & FRANKLIN leave Venice & Fairfax immediately upon their arrival, then take their lay-over at Pico & Fairfax.

Two retired members of LATL/LAMTA management passed-on recently--in fact, in mid-November, within a few days of each other:

CONE T. BASS came to LOS ANGELES TRANSIT LINES as Vice President and General Manager in 1946, following a career as a bus salesman for Mack Truck. He became President of LATL in 1957, then General Manager of the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY in 1958. (The title of this position was changed to Manager of Operations prior to the merger of LAMTA into the present SCRTD.) Bass served as Acting Genreal Manager of RTD following the resignation of C. M. GILLIS, until his retirement late in 1966. He continued to serve the District on a regular consulting basis until October 31, 1967. Although active in all phases of transit management, Mr. Bass was particularly well known as a hard-handed negotiator in dealing with the labor unions.

DAVID D. CANNING played a major role in operations planning for several years. One of his last major projects was the 1963 conversion program.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: Effective November 1st, CWL opened a new depot in West Covina to be shared with AMERICAN BUSLINES. Four eastbound and four westbound trips daily serve the new depot

TRANSPORTATION EMPLOYMENT PROJECT

LOS ANGELES: Three cooperative bus systems, designed to transport workers between the East and South Central Los Angeles areas and various outlying industrial areas were recently granted operating rights by the Public Util-

CALIFORNIA--TEP (CONTINUED)

ities Commission. They are backed by the TEP, administered by the state under a $2.7 million grant from the federal government to improve transportation for predominantly Negro and Mexican-American unemployed here. Under the plan, workers will pay weekly fares; the drivers themselves will hold jobs in the plants to which they transport their passengers.

Buses of the AVALON-CARVER COMMUNITY CENTER are scheduled to serve Pomona, Fullerton, Douglas Aircraft (Long Beach), Harbor General Hospital, Burbank and Santa Monica.

EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSOCIATION buses are to serve Pomona, Fullerton, Long Beach Naval Shipyard, L.A. International Airport, Santa Monica and Burbank.

WATTS-COMPTON COMMUNITY IMPROVEMENT ASSOCIATION buses, originating in the Watts-Willowbrook-Florence and Green Meadows area will be destined to Pomona, Fullerton, Long Beach, Torrance and Santa Monica.

BLUE AND WHITE BUS COMPANY (BAWBCo)

LOS ANGELES: Three of twelve buses belonging to BAWBCo, who also operates service in the Queens borough of New York City arrived in Los Angeles about November 1st. The company is operated by a civil rights organization who has announced plans for operating service in the negro ghetto area of South Los Angeles. The company, headed by DR. THOMAS W. MATTHEW, reportedly has 27 buses on the way from New York to Los Angeles by train. Original plans called for bus service between Watts and certain industrial areas "with or without proper authority". Recent announcements by the Brotherhood of Railroad Trainmen (representing SCRTD drivers) that service in the South Los Angeles area might be discontinued due to increased robberies and attacks upon operators resulted in BAWBCo offerring to purchase the lines involved.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: Saturday service on Line 3--CROSSTOWN was increased from hourly to 30 minutely, effective September 10th.

OXNARD MUNICIPAL TRANSIT SYSTEM (OMTS)

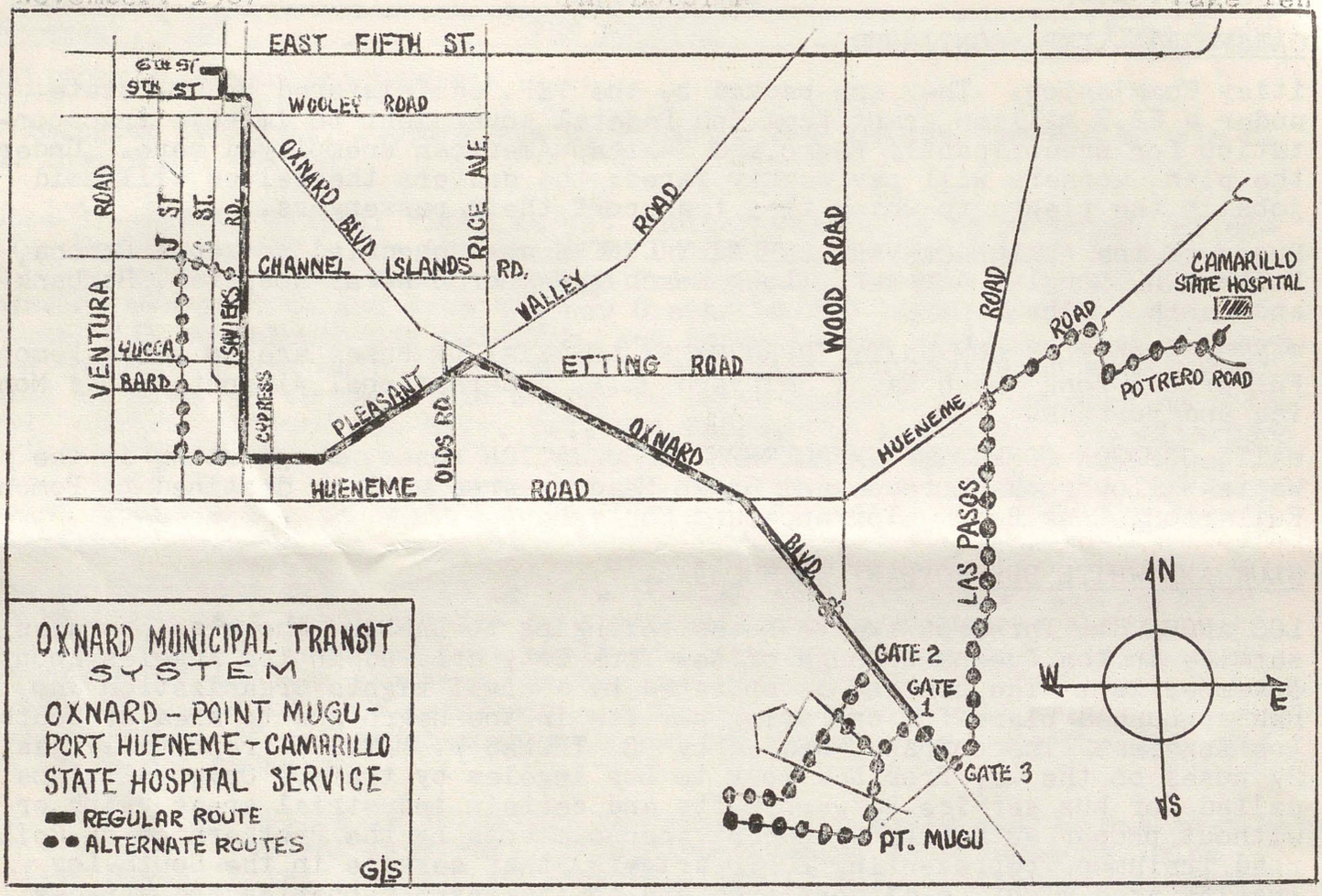
OXNARD: A new route was established on September 18th, providing service between Oxnard and Point Mugu Missle Test Center, Port Hueneme Naval Construction Battalion Center and Camarillo State Hospital. Headways Monday through Saturday range from hourly to two-hourly with three trips to Camarillo State Hospital. Sunday and holiday service starts at 12:45PM and runs on a 75 minute headway, with two trips to Camarillo State Hospital. Night and Owl service runs until 2:50AM on a 75 minute headway daily. One 31-39 series GM TDH-3501 bus is assigned to the new route. (See map on Page Ten.)

CITIZENS TRANSIT LINES (CTL)

VENTURA: CTL has raised its basic fare from 15¢ to 20¢ effective September 15th. 5¢ zone charges and free transfers remain the same as previously.

PEERLESS STAGES SYSTEM (PSS)

OAKLAND: Effective November 16th, PSS increased fares as follows: on the OAKLAND-PALO ALTO-SAN JOSE-SANTA CRUZ routes, one-way and round-trip fares were increased by five percent, and a ten percent increase was effected on 30-ride school books. On the San Jose commute routes, fares were increased by ten percent on the 20-ride commuter books and 30-ride school books, and



CALIFORNIA--PSS (CONTINUED)

five cents for single and round trip rides.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Folders 1-13 were reissued on October 29 in pink and black ink. Major changes included the addition of one SAN FRANCISCO-SANTA ROSA commute round trip, the elimination of one SACRAMENTO-SOUTH TAHOE-RENO round trip and one IDAHO FALLS-YELLOWSTONE round trip. In the SEBACK Peninsula Division, Sunday and holiday headways on Route B--SAN FRANCISCO-REDWOOD CITY VIA BAYSHORE was changed from 20 minutely to half-hourly, and on Route M--SAN FRANCISCO-SAN MATEO VIA MISSION STREET from 40 minutely to half-hourly. A new route D--SAN FRANCISCO-SAN JOSE (Depot Stops Only) was inaugurated, providing three trips daily, connecting at San Jose with SAN FRANCISCO-LOS ANGELES express schedules. The schedule for the SAN FRANCISCO-LINDA MAR-HALF MOON BAY Peninsula Division service, formerly in Folder 7, has been shifted to Folder 11, which contains the other Peninsula Division schedules. Inserted in Folder 7, in place of the Linda Mar service, was schedules for service between Bay Area airports and Travis Air Force Base.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: SFMRy officials are studying a proposal for operating a deluxe commute bus service between Burlingame and San Francisco via Westlake, Pacifica and the Junipero Serra Freeway. Meanwhile, plans are under consideration regarding the formation of a non-profit leasing corporation to purchase and lease to SFMRy new buses, trolley coaches and street cars. The voters recently disapproved a bond issue that would have allowed the

CALIFORNIA--SFMRy (Continued)

issuance of bonds to cover the cost of the purchase; this latest move is aimed at by-passing a bond election. Presently, the main-stay of the SFMRy fleet consists some 449 Mack C-49DT buses delivered between 1955 and 1960; they are supplemented by the remains of a once vast fleet of White 798's.

Construction of the BAY AREA RAPID TRANSIT DISTRICT's Market Street Subway has caused the closure of Market St. to all traffic but Muni vehicles. At two locations in downtown, half of the street is torn-up because of station construction. At these locations, northbound streetcars operate on new rails located where the former northbound MARKET STREET RAILWAY tracks were. Southbound cars operate over former northbound tracks. Southbound trolley coach overhead has also been appropriately relocated at these locations.

PENINSULA TRANSIT LINES (PTL)

PALO ALTO: The roster of the month for November is PTL, and includes the following vehicles:

Coach Number	Builder	Model/Serial Numbers	Year Built	Comments
221	Ford Transit	59-B/99T-641053	1945	
222	Ford Transit	59-B/99T-641054	1945	Not licensed
223	Ford Transit	49-B/99T-587605	1944	
227	Ford Transit	49-B/????	1944	I.D. No. DR 108180
230	Ford Transit	49-B/99T-587800	1944	
232	Ford Transit	49-B/99T-587799	1944	Sold
237	Ford Transit	69-B/99T-1069503	1946	Sold
247	Ford Transit	59-B/99T-587590	1945	
251	Ford Transit	69-B/99T-1016207	1946	
260	G. M. Coach	TGH-3102/1536	1963	Leased from City of Palo Alto
261	G. M. Coach	TGH-3102/1537	1963	" " " " " "
262	G. M. Coach	TGH-3102/1538	1963	" " " " " "
263	G. M. Coach	TGH-3102/1539	1963	" " " " " "
264	G. M. Coach	TGH-3102/1540	1963	" " " " " "
265	G. M. Coach	TGH-3102/1541	1963	" " " " " "
266	G. M. Coach	TGH-3102/1542	1963	" " " " " "
267	G. M. Coach	TGH-3102/1543	1963	" " " " " "
268	G. M. Coach	TGH-3102/1544	1963	" " " " " "
269	G. M. Coach	TGH-3501/087	1966	" " " " " "
300	G. M. Coach	PD-4102/053	1950	Ex-Oklahoma Transp. Co. 290
301	G. M. Coach	PDA-3703/378	1947	
302	G. M. Coach	PDA-3703/376	1947	
303	G. M. Coach	PDA-3703/612	1947	
304	G. M. Coach	PD-3751/837	1947	
305				
306	G. M. Coach	PD-4102/016	1950	Ex-Continental Southern 5211
307	G. M. Coach	PD-4103/1055	1952	Ex-Continental Southern 5241
308	G. M. Coach	PD-4103/1049	1952	Ex-Continental Southern 5247
309	G. M. Coach	PD-4103/1080	1952	Ex-Continental Bus Sys. 1214
310	G. M. Coach	PD-4103/1305	1952	Ex-Sacramento Transit 202
400	G. M. Coach	TGH-3102/643	1957	Ex-Bay Rapid Transit Co. 92
401	G. M. Coach	TGH-3102/644	1957	Ex-Bay Rapid Transit Co. 93
5510	Yellow Coach	TD-4502/223	1940	Ex-Sacramento Transit 5510
5511	Yellow Coach	TD-4502/001	1940	Ex-Sacramento Transit 5511

(Continued on Page Twelve)

CALIFORNIA--PTL (CONTINUED)

In addition, the following five buses were listed on a 8/22/66 roster:

216	Fageol	Safety Coach/????	1924	Ex-Peninsula Railways, I.D.	
226	Ford Transit	69-B/99T-836243	1946	Sold	#JXBCS983683
231	Ford Transit	49-B/99T-587802	1944	Sold	
234	Ford Transit	69-B/99T-1027005	1946	Sold	
250(?)	Ford Transit	59-B/99T-641548	1945	Sold	

PTL operates in San Mateo County, which is located about half-way down the San Francisco Peninsula, in the cities of Palo Alto and Redwood City. A subsidy is received by PTL from the City of Palo Alto; although PTL is still operating there, Redwood City is about to let a contract with some operator for a subsidized transit service.

COUNTY TRANSIT LINES (CTL)

CONCORD: CTL has entered into an agreement with Leisure World Foundation for operation of a bus service within the immediate area of Leisure World. Two new airconditioned G. M. Coach TDH-3501's have been ordered, and are expected to be delivered in December. In addition, CTL has purchased from Leisure World one G. M. Coach SDH-4502 bus, which, although nearly three years old, had only 29,000 miles on it.

YELLOW CAB COMPANY (YCCo)

SACRAMENTO: With the opening of a new multi-million dollar air terminal, the city called for bids for airline ground transportation services. Service of this type has been offered for many years by the CAPITOL TRANSPORTATION CO., however CTCo was not the high bidder. YCCo won the contract, and began operating the service with a fleet of nine Checker 12-passenger limousines. They did neglect, however, to secure the proper authority from the Public Utilities Commission. This fact was brought to the attention of the PUC, and YCCo has since filed for the proper authority--in fact, they have applied for authority to carry passengers between the new airport and any point within a 200 mile radius of Sacramento! A great deal of opposition is expected by the local operators to this application.

TREZONA'S CHARTER SERVICE (TCS)

ORANGEVALE: TCS has initiated charter service in the Sacramento Metropolitan area, using a G. M. Coach PD-4104 "Air Ride", which was purchased from Western Greyhound Lines; the bus has a large dachound painted on the sides and end. Joe Trezona is the operator, and has received one of the last Charter-Party permits issued by the State PUC before the July closing date.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: Further details have been obtained relative to SMTD's new three cylinder diesel bus: it will be mounted on a walk-in truck chassis, and will be in the price range of the Minibus

Service cuts are to be effected in the near future by SMTD as a result of failure to obtain approval for a two-cent increase in the tax rate. In order to balance the District's budget for the coming fiscal year, service cuts must be made; unprofitable school trips will be the first to be eliminated.

In other SMTD news, four more new airconditioned GM TDH-3501's were recently delivered; two additional units--GM TDH-4519's--are awaiting delivery at the Pontiac, Michigan plant of GM.

CALIFORNIA (CONTINUED)

U. S. DEPARTMENT OF IMMIGRATION

FRESNO: The USDI, through the General Services Administration is calling for bids on one of their buses. The vehicles are used to transport Mexican citizens in the country illegally back to the border. Up for sale is G. M. Coach PD-4103/433, which has dammage on its left side (due to an accident). A fleet of G. M. PD-4104's is presently providing this service.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The PUC has commenced issuing the new Charter-Party Certificates, in lieu of the now defunct Charter-Party Permits. The first certificate went to SEQUOIA STAGES, INC. (dba EASTSHORE LINES) with certificate number TCP-1A (the "A" stands for the type of certificate, which in this case is "Statewide"). All holders of Charter-Party Permits as of July 1st have until February 6, 1968 to file for a new certificate; a filing fee of $500 is required. After the February date, all requests for the performance of charter service will be given a hearing, at which the need for the proposed service must be demonstrated.

Listed below are some of the matters that have come before, or have been disposed of by the PUC since our last listing:

Name of Carrier	Date	Item
Orange Belt Stages	10-24-67	Authorized to increase fares.
Watts-Compton Improvement Assn.	10-24-67	Authorized to operate passenger stage service between south central Los Angeles and various industrial areas in Los Angeles and Orange Counties.
East Los Angeles Improvement Assn.	10-24-67	Establishment of passenger stage service between Los Angeles and Pomona approved.
Avalon-Carver Community Center	10-24-67	Granted permission to operate as a passenger stage corporation between Avalon-Central, Los Angeles, Pomona et. al. industrial areas.
Greyhound Lines	10-27-67	Authorized to reroute and revise routes between 6th and 16th Sts. Los Angeles (Urban Route Group #UR-6).
San Diego Economy Line, Inc.	11-1-67	Amendment to application seeking route extension on route #2 and for removal of restrictions in Chula Vista.
Gray Line Tours Co. (GLOLA)	11-1-67	Amendment to fare increase request and for interim increase on race track and sightseeing service in Los Angeles, et. al.
Watts-Compton I.A., East Los Angeles I.A., Avalon-Carver C. C.	11-1-67	Petition for rehearing (in the matter of granting passenger stage certificates to carriers) filed by the City of Pomona.
Golden West Transit Lines	11-7-67	Request to abandon certain services in Santa Ana (Santa Ana-Garden Grove) granted.
AirporTransit	11-7-67	Authorized to extend airline ground transportation service between Los Angeles International Airport and Palmdale Airport.
Greyhound Lines	11-7-67	Permission granted to revise intercity route groups #17 and 18 in the El Centro and Jacumba areas.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
Antelope Valley Bus Co., Inc.	11-7-67	Request to operate service between Edwards Air Force Base and Los Angeles International Airport is approved.
Eastshore Lines	11-14-67	Authorized to extend passenger bus service on Terra Linda-San Francisco route to Lucas Valley and Marin Wood.
Peninsula Transit Lines	11-14-67	Granted authority to abandon bus service in Redwood City on routes A, B, C, E and F effective 1-1-68, unless PTL and City of Redwood City execute an agreement in which event the effective date is extended to 4-30-68.
San Jose City Lines, Inc.	11-16-67	Requesting permission to reroute Line 1 (Santa Clara Ave. end)

T E X A S

EL PASO CITY LINES (EPCL)

EL PASO: The International Carline went back into service on November 23; it will probably operate until next April when the completion of the new channel of the Rio Grande River through El Paso will make it possible to complete work on the Santa Fe St. bridge, possibly replacing a portion of the old bridge with a fill. Observed in operation the first day were cars 1503, 1505, 1509, 1510, 1512, 1513 and 1514. All of these cars, plus 1515, have new paint jobs with red striping. The carline was put back in service by order, and as mentioned above, will operate until next April, at which time buses will be used again for about a month while alterations are made to the old Santa Fe Street bridge.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS reports the sale of 144 of 215 buses that were retired last year with the delivery of the System's new TDH-5303 buses, as follows:

Sold to	Quantity	Make	Year	Seats	Airconditioned
City of Amarillo	35	Southern	----	44	Yes
Wichita Metropolitan Transit Authority	44	Southern	----	44	Yes
Autobuses Internacionales (Juarez, Mexico)	25	White	----	44	No
Baton Rouge Bus Co.	5	Southern	----	50	No
Kon-Tiki, Inc. (Hawaii)	3	Southern	----	50	Yes
El Paso Grey Line Sightseeing Tours, Inc.	1	White	----	45	Yes
	1	Southern	----	50	No
"Two local (Dallas) men"	30	White	----	44	No
Total	144				
Remainder still unsold:	46	Southern			
	25	White			
Total	71				

C O L O R A D O

DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY (DCSPMW)

DENVER: Effective November 19th, one of three daily round trips operated

COLORADO--DCSPMW (CONTINUED)

between Denver and Albuquerque in pool service with CONTINENTAL WESTERN LINES and VALLEY TRANSIT LINES, INC. was discontinued.

W A S H I N G T O N

SEATTLE: An engineering report, soon to be released, will call for creation of a metropolitan transit commission to take over the city operated SEATTLE TRANSIT SYSTEM and acquire the AMERICAN TRANSIT CORPORATION owned METROPOLITAN TRANSIT CORP. STS is now prohibited from serving points outside the city limits, while MTC has not been able to provide the area with adequate service. First emphasis would be on improving transit service in the suburban areas with headways of at least 15 minutes in the peak hours and 30 minutes at other times.

EVERETT BUS SYSTEM (EBS)

EVERETT: The city of Everett is approximately 25 miles north of Seattle on Washington's Puget Sound. In January of 1967, EBS operated the following buses, which were painted in their dark yellow and white paint scheme:

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
4610	G M Coach	TD-3609/????	33(?)	----	
4611	G M Coach	TD-3609/180	36	1946	Ex-Everett City Lines
4612	G M Coach	TD-3609/181	36	1946	Ex-Everett City Lines
4613	G M Coach	TD-3609/167	36	1946	Ex-Everett City Lines
4614	G M Coach	TD-3609/168	36	1946	Ex-Everett City Lines
4615	G M Coach	TD-3609/169	36	1946	Ex-Everett City Lines
4682	G M Coach	TD-3609/182	36	1946	Ex-Everett City Lines
4700	G M Coach	TDH-3610/887	36	1947	Ex-Everett City Lines
4701	G M Coach	TDH-3610/888	36	1947	Ex-Everett City Lines
4702	G M Coach	TDH-3610/889	36	1947	Ex-Everett City Lines
4703	G M Coach	TDH-3610/1280	36	1948	Ex-Yakima City Bus Lines
4704	G M Coach	TDH-3610/???	36	1947	

EBS is a successor company to EVERETT CITY LINES, which was at first controlled by PACIFIC CITY LINES and then by WESTERN TRANSIT SYSTEMS.

In addition to city transit operations, EBS also controls and operates EVERETT CHARTER SYSTEM, INC, who's fleet colors are orange and white, operating the following equipment:

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
5204	G M Coach	PD-4151/280	41	1948	Ex-Bellingham Transit Sys
5205	G M Coach	(PG-3702-?)/???	37	1944	
5206	G M Coach	(PG-3702-?)/???	37	1944	
5207	G M Coach	PD-4151/???	41	1947	Ex-Western Greyhound Lines
5208	G M Coach	PD-4104/434	41	1953	Ex-Continental Bus Sys 1150
5209	G M Coach	PD-3751/407	37	1948	
5210	G M Coach	PD-4151/320	41	1948	Ex-Metropolitan Transit Corp. 2836.

ANACORTES: Bus service provided in the city of Anacortes (TB-5/67) is now being operated by a 37-passenger 1950 Southern Coach (Serial No. 823195-140-GKB-33) acquired from the U. S. Air Force. It sports an orange paint job.

EQUIPMENT REPORT

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

NEW BUSES

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
Continental Bus System	1766-1769	Bus & Car	Silv Egl/7287-7290	
	1900	Bus & Car	Silv Egl/7291	
American Buslines	6999, 6605	Bus & Car	Silv Egl/7281, 7286	Add'l info.
Denver-Colo. Sprgs-Pueblo Motorways	8719-8720	Bus & Car	Silv Egl/7243-7244	Add'l info.
Sacramento Transit Authority	324-325	G. M. C.	TDH-4519/1514-1515	Aircondi-tioned.
Montebello Municipal Bus Lines	47-48	G. M. C.	TDH-4519/1827-1828	A/C, FM radios.
Airport Coach Service	110	Flxible	Flxliner/????	45 seats, A/C.
Fresno Transit	661-662	G. M. C.	PD-4107/501-502	

USED BUSES

Vaca Valley Bus Lines	245	G. M. C.	TD-3609/203	Ex-Stockton MTD 1631.
Aztec Bus Lines	735	G. M. C.	PD-4104/3961	Restroom.
California Sight-seeing Tours	111	G. M. C.	PD-4104/1418	45 seats.
Santa Monica Muni-cipal Bus Lines	4514,	G. M. C.	TDH-4512/1347	Ex Long Beach
	4519-4520	G. M. C.	TDH-4512/1671-1672	PTCo II-4587-4589 (Ex-SMMBL)
Trezona's Charter Service	----	G. M. C.	PD-4104/264	Ex-Western Greyhound Lines
City of Commerce Municipal Bus Line	311-312	G. M. C.	TDH-4509/1319, 744	Ex-San Diego Transit Corp. 981 and 971

DISPOSALS

				Sold to
Rossmoor Leisure World	----	G. M. C.	SDM-4502/015	West Suburban Tran-sit Lines 210
Denver-Colo. Sprgs.-Pueblo Motorways	8204	G. M. C.	PD-4103/399	Unknown
U. S. Department of Immigration	----	G. M. C.	PD-4103/433	Up for bid