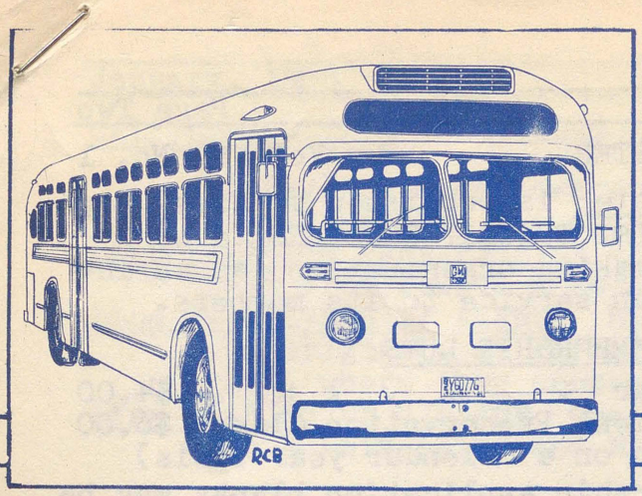


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 6, No. 1 January 1968 Twenty Pages

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: By the end of January, 80 of SDTC's 100 new airconditioned New Look transit buses had been delivered--all were driven-out from the Pontiac Michigan G. M. plant. As we had correctly surmised here earlier, 50 are of the TDH-5303 model, while the other 50 are TDH-4519's; they are numbered 301-350 and 601-650 respectively. Thus far, arrival dates are as follows:

Bus Numbers	Model	Arrival Date	In Service Date
601-615	TDH-4519	12-14-67	12-21-67
616-627, 629-650	TDH-4519	12-22-67	n/a
301, 307, 320, 322, 325, 330, 334, 335, 336 and 340	TDH-5303	12-22-67	n/a
302-306, 309-319, 321, 323-324, 345	TDH-5303	1-25-68	n/a
628	TDH-4519	1-25-68	n/a

Bus 628 was delayed a month in arriving in San Diego, as it was overcome by some extreme cold weather that was encountered in Missouri on the way out. So far, the new buses have seen service on all lines except the downtown shuttle and Airport routes (10 and A).

The arrival of the new buses resulted in the placing in storage of TDH-4509 buses, 801-860, which (as of 1-29-68), along with 983 and 991 (also 4509's), were parked at the city yard at 20th & "B" Sts. (Of these stored buses, 983, 991, 801, 804, 806, 816 and 820 have been reported sold--buyer unknown.)

To get back to the new buses for a moment, besides airconditioning, they are equipped with Allison automatic transmissions (with an overdrive that cuts in at 45 mph, which in effect is a 3 speed automatic), air-assist push rear doors, gold and blue seats, one-piece headsigns (two-piece headsigns had been standard for SAN DIEGO TRANSIT SYSTEM), the "ceiling on the walls" treatment; the 300's also have "Michigan Markers" and "middle markers" above both the rear (exit) door and the emergency door.

During the Christmas season, TDH-5301 buses 249 and 257 were painted-up in red and white "candy cane" colors, both inside and out. They were in service in these colors between November 27, 1967 and January 1, 1968. Both now have been repainted in SDTC's fleet colors of two-tone blue and white; in addition, TDH-5301 buses 240, 244 and 253 have been so repainted.

On December 11th, SDTC instituted several route and schedule changes, as

CLUB NEWS

MEETING NOTICE

February Regular Meeting:

Date: February 11, 1968
Time: 8:00PM, Sunday Evening
Place: 936 South Genesee Avenue
Los Angeles
Location: West side of Los Angeles ¼ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue
Transportation: SCRTD Lines 4 & 89

Other 1968 Meetings:

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

FIRST HONORARY MEMBER

At the November UTB meeting, a motion was unanimously passed, establishing a dues-free class of membership to be bestowed upon persons in the transit industry who have contributed substantially to the growth of the industry, and/or to the interests of the UNITED TRANSIT BOOSTERS.

We are proud to announce that the membership has unanimously decided to bestow Honorary Membership No. 1 upon Mr. Frank K. King, Superintendent of the San Bernardino Municipal Transit System.

NEW MEMBERS

Approved for regular membership at the January meeting were Mr. Keith Lloyd (No. 60), of Southampton, England, and Mr. Robert Higginbotham (No. 61) of San Gabriel, California. Welcome aboard, gentlemen.

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(per calendar year)
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CALIFORNIA--SDTC (CONTINUED)

follows:

Line 1--EL CAJON BLVD. LOCAL One Friday night-only outbound trip was dropped, but an outbound trip, departing at 12:37AM, was instituted.
Line 3--MISSION HILLS-OCEAN VIEW BLVD. One morning rush hour trip from 40th & Ocean View to 5th & Broadway was eliminated.
Line 4--CLAIREMONT--LOMITA VILLAGE All evening service was extended to end

CALIFORNIA--SDTC (CONTINUED)

at Skyline & Meadowbrook--the daytime terminal. Further, one morning rush-hour trip was added.

Line 6--NORTH PARK-MISSION VALLEY CENTER-POINT LOMA This route was extended west from Lowell & Rosecrans to Keats & Rosecrans (about three blocks).

Line 7--UNIVERSITY AVENUE Buses leaving downtown between 4:00 and 5:00PM now originate at Harbor & Market (normal terminal is Harbor & Broadway), where they connect with the North Island Ferry.

Line H--MISSION VILLAGE One Saturday morning round trip was added between 4th & University and Mission Village.

PALM SPRINGS SIGHTSEEING & CHARTER CO. (PSS&CCo)

PALM SPRINGS: A request has been filed before the California Public Utilities Commission for authority to operate five tours starting in the Palm Springs area. The new company, Palm Springs Sightseeing & Charter Co., Inc. has purchased a 1956 41-passenger Beck glass-top bus from NAPA TRANSIT COMPANY (which the latter acquired from GRAY LINE OF SAN FRANCISCO) and two 1968 station wagons. The company does not hold a charter-party permit, and at last report, was attempting to acquire one from an existing carrier.

GOLDEN WEST TRANSIT LINES (GWTL)

SANTA ANA: A new schedule has been issued for GWTL's SANTA ANA-EL TORRO line, which serves the El Torro Marine Base, calling for the first trip of the day to depart from Santa Ana at 8:30AM; previously, service started at 9:00AM. Service on GWTL's SANTA ANA-GARDEN GROVE route (previously operated by the SANTA ANA-GARDEN GROVE BUS LINE) was abandoned by the authority of PUC Decision No. 73300. (See map on page four.)

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo)

LONG BEACH: In mid-December LBPTCo instituted a special route of its Line 8--EAST TENTH-PIERPOINT LANDING, on which two former LONDON TRANSPORT double deck buses (that had arrived in Long Beach aboard the Queen Mary) are operated. The service operates only during daylight hours on Saturdays and Sundays--between the hours of 10:00AM and 6:00PM. Originally scheduled for one bus on a 30 minute headway, the route now uses two coaches on a rough 20 minute headway. As these British buses can be boarded only on the left side, the downtown Long Beach routing was designed to use only those one-way streets which could permit left-side operation. The buses used are ex-LT numbers RLH-7 and RLH-30 (okeh Keith Lloyd--how about all of the details?).

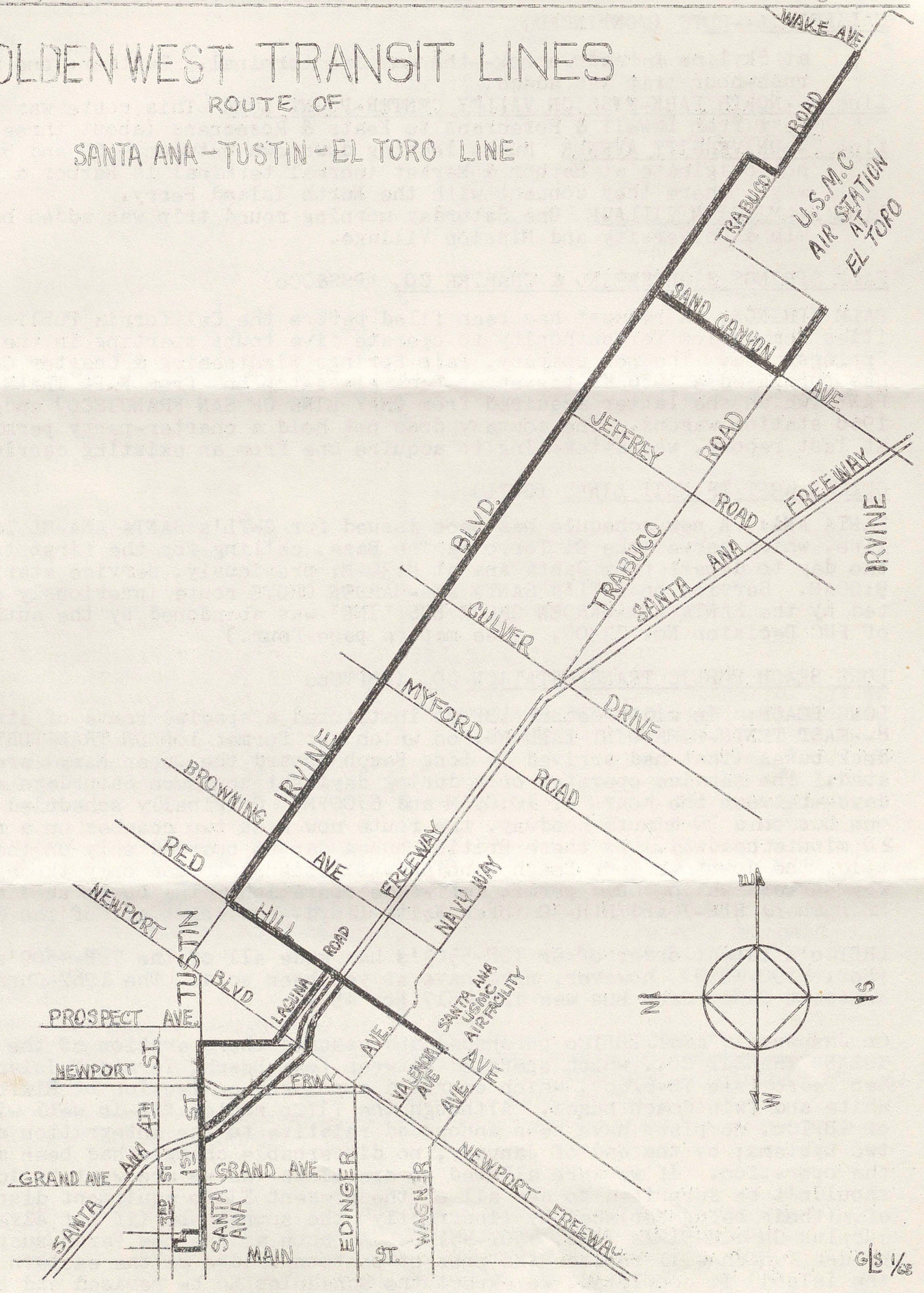
LBPTCo's latest order of GM TDH-5303's has made all of the TDH-4509's surplus (Nos. 4590-4599), however, none have as yet been sold. The 1967-Christmas Season's Candy Cane bus was TDH-4517 No. 4514.

On January 1, 1968 LBPTCo purchased and assumed the operation of the TERMINAL ISLAND TRANSIT CO., which operated between Long Beach, Terminal Island and San Pedro (see TB-6/66), which operated a polygot collection of Flxible, Mack White and Twin Coach buses. Although the TITCo routes fit-in well with those of LBPTCo, no plans have been announced relative to the integration of the two systems; by the end of January, no discernable changes had been made in the operation. If we were allowed to speculate (as we are wont to do) we shouldn't be surprised to see all of the present TITCo equipment disposed of, (their being replaced by (indirectly) the soon-to-be (if not already) surplus GM TDH4517's (Nos. 4501-4515). As soon as the new "arch-suspension" bridge (which will replace the present pontoon bridge at the eastern end of the island) is completed, we expect the schedules to be revised and the

GOLDEN WEST TRANSIT LINES

ROUTE OF

SANTA ANA-TUSTIN-EL TORO LINE



GLS 1/68

CALIFORNIA--LBPTCo (CONTINUED)

Terminal Island and San Pedro services to be given either the same or separate route numbers (3 and/or 7).

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Effective February 1st, GMBL will make schedule changes on all of its routes, including the following:

Line 1--LOS ANGELES-GARDENA The Saturday headway will be reduced from 35 to 45 minutely.

Line 2--WESTERN-VERMONT LOCAL Service will be discontinued after 7:00PM instead of after 11:00PM; Saturday headways will also be reduced from 35 to 45 minute intervals

Line 3--GARDENA-COMPTON Last bus will arrive in Gardena at 7:00PM instead of 8:40PM.

Line 4--HARBOR CITY Service will be discontinued after 6:15PM instead of 7:10PM.

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

LOS ANGELES: Both of the Atkinson-owned companies--ATCo and SLATCo have been sold to the BLUE & WHITE BUS CO. (TB-12/67) which must become incorporated under California laws. The Public Utilities Commission also ruled that both companies will revert to their original owners after one year, if it is found that B&WBCo is not offering "reasonable service." As yet, no changes in operation have taken place.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Purchase of properties of the TORRANCE MUNICIPAL BUS LINES system was approved by the RTD Board on January 16th, the agreement already having been approved by the Torrance City Council. SCRTD will pay the city of Torrance $110,000 for 17 buses, along with all routes, shop equipment, and parts. The City of Torrance will subsidize the operation to the extent of $70,000 for the first year, during which time RTD will be bound to continue the existing routes and level of service. (The original agreement called for a two-year guarantee, at $70,000 per year, but Torrance requested that this be reduced to one year.) Following expiration of the subsidy agreement, which may be extended, RTD will be free to make such route and service changes as traffic dictates. Although this purchase has been approved by both parties, it may not go into effect until litigation (to which RTD is not a party) relative to various aspects of the arrangement has been terminated.

Bids are being taken for the purchase of 15 suburban-type diesel mechanical coaches. These buses are intended for use on experimental Freeway express services, to be established later this year. No further details are available at this time.

RTD buses 5090 (a GM TDH-5303) and 6082 (a Flxible F2DV8C-401-1) now sport roof-line illuminated exterior ad holders, similar to those used in New York and other cities. Although interior car-card advertising has declined in recent years, exterior car-cards are in great demand due to their exposure to those in passing automobiles. The 200 new buses now on order may or may not have similar ad holders.

Alhambra Local Line 11--SAN GABRIEL-ATLANTIC has been rerouted at its San Gabriel & Garvey terminal due to construction of a new shopping center.

CALIFORNIA--SCRTD (CONTINUED)

The new loop (via Park St., Charlotte Ave., Garvey Ave., and San Gabriel Blvd.) became effective on a permanent basis on December 20, 1967.

Service on Line 88--SAN DIEGO FREEWAY FLYER will be reduced, effective with the system shake-up on March 10th. The present operation, if continued, would produce an estimated annual out-of-pocket loss of $33,900. The forthcoming changes are hoped to put the line on a break-even basis. The changes, consisting of elimination of a few early-morning trips and reduction of rush hour service, will save one full run and one "PM tripper." In connection with this line, it should be noted that the competing service (PACIFIC SCENIC LINES) was suspended when school closed last June, and has not been resumed.

Two way radios have (thus far) been placed in the following buses:
2142, 2851, 2867, 4017, 4024, 5067, 5077 and 6420.

Among those buses painted in the District's new fleet colors of Chrome Yellow, Saddle Tan and White since our last report are the following:
TDH-5301's: 5232, 5353, 5426, 5430, 5431, 5452, 5460, 5461, 5467, 5474.
F2D6V-401-1: 5723. TDH-3610's: 6627, 6640.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: On January 15th, ABL instituted several schedule changes in their transcontinental service, providing for all schedules via Omaha-Chicago to terminate in Washington, D. C. and all schedules via St. Louis to end in New York City, making direct connections with each other at Pittsburgh.

Bus & Car Golden Eagle No. 6818 (GE/6348) has been refurbished similar to other GE's mentioned here earlier (TB-5/67).

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL Kassbohrer Silver Eagle No. 4709 (SE/58102) has been refurbished similar to several Golden Eagles (TB-5/67).

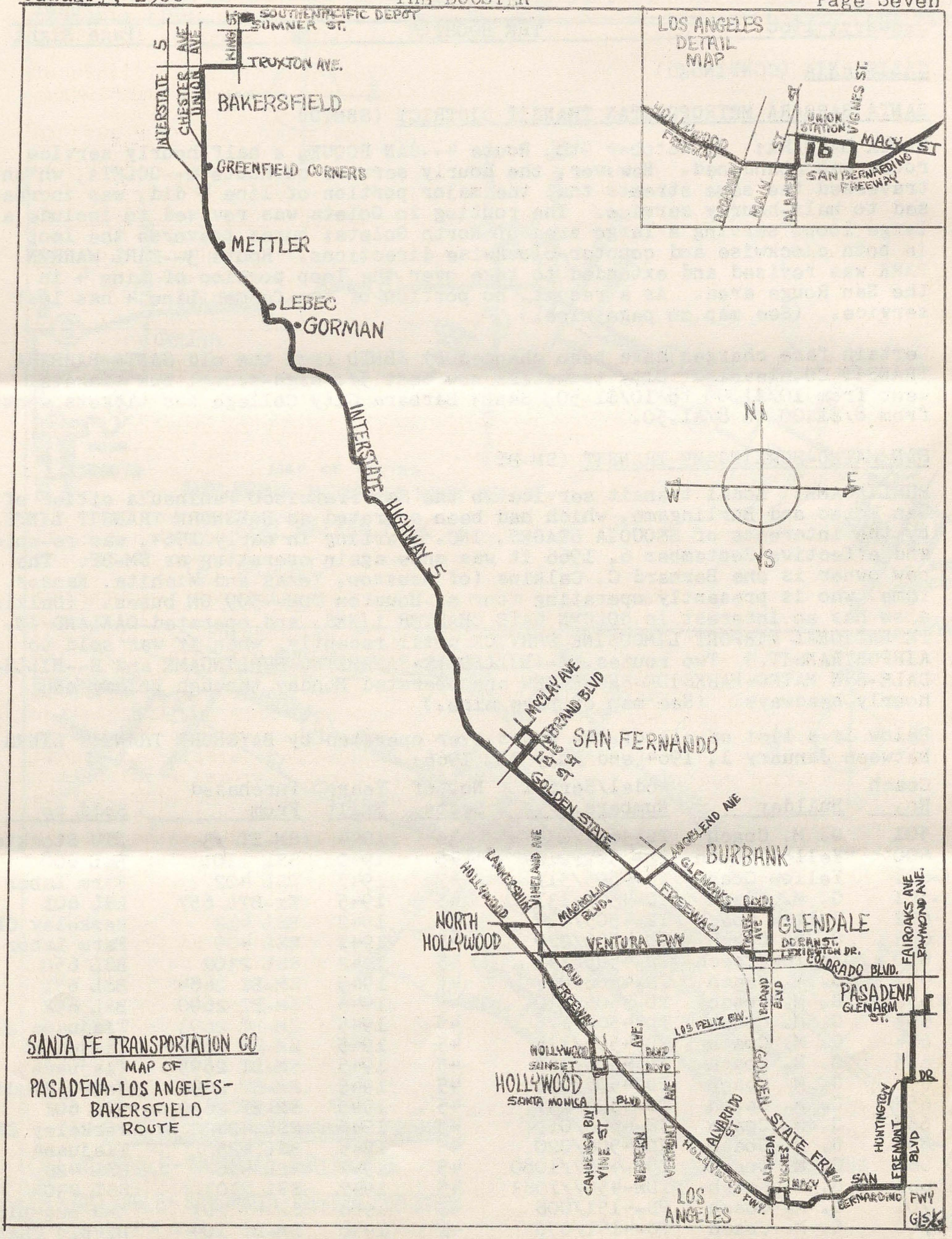
Due to changes in pool assignments, CWL's only PD-4106's, 4124-4125 (PD-4106/2789-2790) are now assigned to the FLAGSTAFF-PRESCOTT-PHOENIX LOCAL, replacing bus 4123 (PD-4104/3828), which has been sent to Los Angeles as a spare, the only G. M. Coach now regularly in Los Angeles.

SANTA FE TRANSPORTATION CO. (SFTCo)

LOS ANGELES: SFTCo has applied to the Public Utilities Commission for permission to abandon bus service between Pasadena, Los Angeles and Bakersfield. Presently, only one trip is operated over the line, and it connects with a SOUTHERN PACIFIC train at Bakersfield. Service on the LONG BEACH-PASADENA route was supposed to have been abandoned on January 10th, however, a SFTCo bus was observed in Long Beach near the end of the month. Also effective the same date, SFTCo is no longer supposed to be able to carry interstate passengers. Presumably, the Richmond-San Francisco service will continue to operate. (See map on page seven.)

ORANGE BELT STAGES (OBS)

VISALIA: Sunday schedules have been reduced between Goshen Junction and Porterville from three buses to two; in addition, the trip between Goshen Junction and Visalia was eliminated on Sundays only.



SANTA FE TRANSPORTATION CO
MAP OF
PASADENA-LOS ANGELES-
BAKERSFIELD
ROUTE

CALIFORNIA (CONTINUED)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: On October 9th, Route 4--SAN ROQUE, a half-hourly service route was abandoned. However, the hourly service on Route 6--GOLETA, which traversed the same streets that the major portion of line 4 did, was increased to half-hourly service. The routing in Goleta was revised to include a large loop, serving a large area of North Goleta; buses traverse the loop in both clockwise and counter-clockwise directions. Route 3--EARL WARREN PARK was revised and extended to take over the loop portion of Line 4 in the San Rouge area. As a result, no portion of the former Line 4 has lost service. (See map on page nine.)

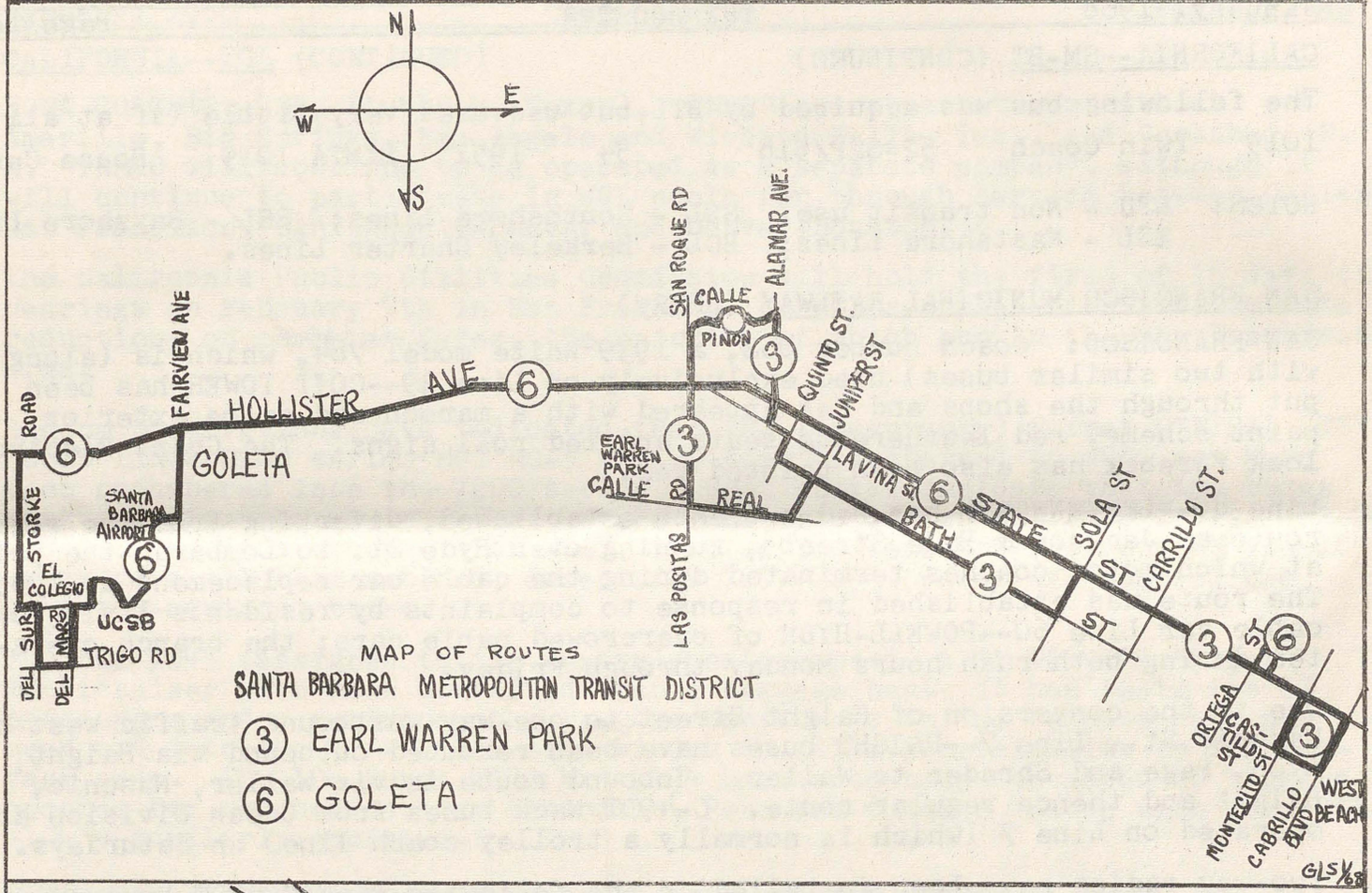
Certain fare charges have been changed by SBMTD from the old SANTA BARBARA TRANSIT CO. levels. City transfers now cost 5¢, high-school bus tickets went from 10/$1.00 to 10/$1.50, Santa Barbara City College bus tickets went from 8/$1.00 to 8/$1.50.

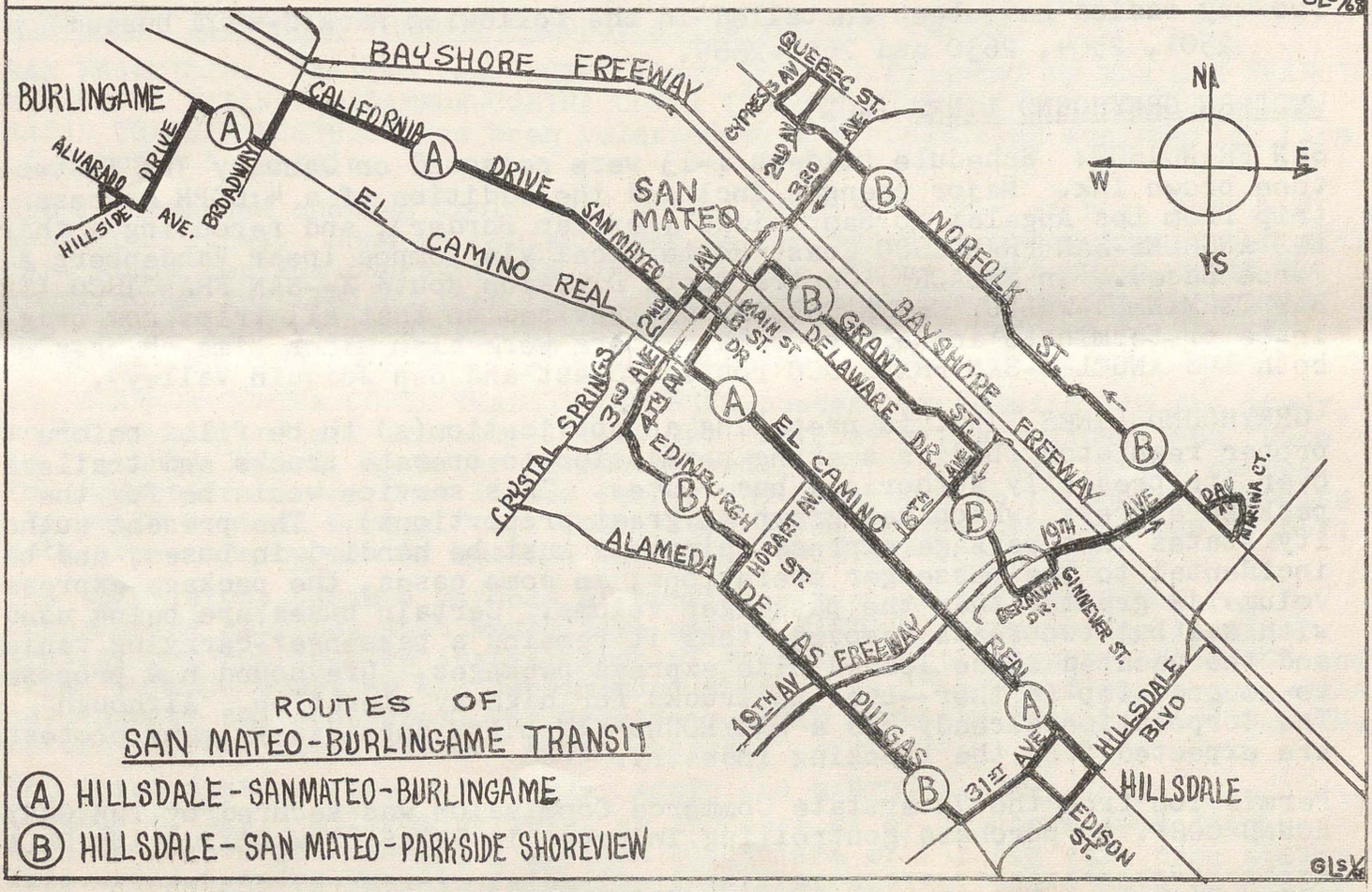
SAN MATEO-BURLINGAME TRANSIT (SM-BT)

BURLINGAME: Local transit service in the San Francisco Peninsula cities of San Mateo and Burlingame, which had been operated as BAYSHORE TRANSIT LINES by the interests of SEQUOIA STAGES, INC. starting in early 1964, was re-sold, and effective September 6, 1966 it was once again operating as SM-BT. The new owner is one Bernard C. Calkins (of Houston, Texas and Wichita, Kansas fame) who is presently operating four ex-Houston TDH-4509 GM buses. (Calkins also has an interest in GOLDEN GATE CHARTER LINES, and operated OAKLAND INTERNATIONAL AIRPORT LIMOUSINE SERVICE until recently, when it was sold to AIRPORTRANSIT.) Two routes, A--HILLSDALE-SAN MATEO-BURLINGAME and B--HILLSDALE-SAN MATEO-PARKSIDE-SHOREVIEW are operated Monday through Friday on hourly headways. (See map on page nine.)

Below is a list of all of the buses ever operated by BAYSHORE TRANSIT LINES between January 1, 1964 and July 31, 1966:

Coach No.	Builder	Model/Serial Numbers	No. of Seats	Year Built	Purchased From	Sold to
501	G. M. Coach	TG-3607/033	36	1944	SM-BT #3	NTU Stockton
600	Yellow Coach	TD-4502/012	45	1940	SSL 2301	BSL 600
I-601	Yellow Coach	TD-4505/511	47	1947	ESL 402	Farm Labor
II-601	G. M. Coach	TD-4506/131	45	1945	Ex-BTL 657	BSL 601
602	Yellow Coach	TD-4505/???	45	1942	ESL 412	Berkeley CL
603	G. M. Coach	TD-4506/229	45	1945	ESL 409	Farm Labor
650	Yellow Coach	TD-4505/343	45	1942	SSL 2302	BSL 650
651	G. M. Coach	TD-4506/024	45	1945	SM-BT 2684	BSL 651
652	G. M. Coach	TD-4506/030	45	1945	SM-BT 2690	BSL 652
653	G. M. Coach	TD-4506/125	45	1945	SM-BT 2693	Tiajuana 22
654	G. M. Coach	TD-4506/126	45	1945	SM-BT 2694	Tiajuana
655	G. M. Coach	TD-4506/127	45	1945	SM-BT 2695	Tiajuana
656	G. M. Coach	TD-4506/128	45	1945	SM-BT 2696	Univ. Studios
657	G. M. Coach	TD-4506/131	45	1945	SM-BT 2699	BTL 601
658	G. M. Coach	TD-4506/019	45	1945	ESL 424	Berkeley CL
659	G. M. Coach	TD-4506/020	45	1945	ESL 425	Tiajuana
660	G. M. Coach	TDH-4507/1080	45	1947	ESL 426	ESL 426
661	G. M. Coach	TDH-4507/1083	45	1947	SSL 2303	SSL 2303
701	G. M. Coach	PD-4151/008	41	1948	SM-BT 103	K-D Bus Line
702	G. M. Coach	PD-4151/050	41	1948	SM-BT 104	Diablo Charter
703	G. M. Coach	PD-4151/???	41	1948	SSL 2102	Airport Chtr.


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S
SAN ROQUE RD
ALAMAR AVE.
CALLE PINON
QUINTO ST.
JUNIPER ST
FAIRVIEW AVE
HOLLISTER AVE
6
3
GOLETA
EARL WARREN PARK
CALLE REAL
LAS POSITAS RD
LA VINA ST
STATE ST
SOLA ST
CARRILLO ST.
BATH ST
ROAD
STORKE
SANTA BARBARA AIRPORT
EL COLEGIO
UCSB
TRIGO RD
DEL SUR
DEL MAR
ORTEGA ST
MONTECITO ST
CABRILLO BLVD
WEST BEACH
MAP OF ROUTES
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
3 EARL WARREN PARK
6 GOLETA
GLS 1/68


BAYSHORE FREEWAY
BURLINGAME
CALIFORNIA DRIVE
ALVARADO DRIVE
HILLSIDE AVE.
BROADWAY
EL CAMINO REAL
SAN MATEO
SAN MATEO DR
QUEBEC ST.
CYPRESS AV
2ND AV
3RD AV
NORFOLK ST.
BAYSHORE FREEWAY
MAIN ST
B ST
GRANT DR
DELAWARE DR
CRYSTAL SPRINGS
3RD AVE
4TH AVE
EDINBURGH DR
ALAMEDA DE LAS PULGAS
HOBART AV
EL CAMINO REAL
16TH AV
19TH AV
19TH AVE
BERMUDA DR
GINNEVER ST.
MARINA CT.
HILLSDALE BLVD
31ST AVE
EDISON ST.
HILLSDALE
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S
ROUTES OF
SAN MATEO-BURLINGAME TRANSIT
A HILLSDALE-SANMATEO-BURLINGAME
B HILLSDALE-SAN MATEO-PARKSIDE SHOREVIEW
GLS 1/68

CALIFORNIA--SM-BT (CONTINUED)

The following bus was acquired by BTL, but was used very little (if at all):

1019 Twin Coach 52-S2P/518 54 1951 LAMTA 1019 House Car

NOTES: NTU - Non transit use; SSL - Southshore Lines; BSL - Bayshore Lines; ESL - Eastshore Lines; BCL - Berkeley Charter Lines.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Coach number 062, a 1939 White model 784, which is (along with two similar buses) used exclusively on Line 39--COIT TOWER has been put through the shops and has appeared with a maroon and creme exterior paint scheme, red leatherette seats and red roll signs. The Grant Electro-lock farebox has also been painted red.

Line 80--LEAVENWORTH has had a branch established, diverting from the regular route at Jackson & Hyde Streets, running over Hyde St. to Lombard--the point at which motor coaches terminated during the cable car replacement in 1965. The route was established in response to complaints by residents living on cable car Line 60--POWELL-HYDE of overcrowed cable cars; the branch operates during both rush hours Monday through Friday.

Due to the conversion of Haight Street to one-way westbound traffic west of Masonic St., Line 7--HAIGHT buses have been rerouted outbound via Haight, Lyon, Page and Shrader to Waller. Inbound route is via Waller, Masonic, Haight and thence regular route. C-49DT Mack buses from Ocean Division are operated on Line 7 (which is normally a trolley coach line) on Saturdays.

Two-way radios have been installed in the following Mack C-49DT buses:
2501, 2504, 2630 and 2660-2669.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Schedule folders 1-13 were reissued on January 3rd in two-tone brown ink. Major changes included the addition of a 4:00PM express trip from Los Angeles to San Ysidro (Mexican Border), and rerouting a third LOS ANGELES-SAN FRANCISCO Coast Route Local via Lompoc (near Vandenberg Air Force Base). In SFBACR*, Contra Costa Division Route X--SAN FRANCISCO (TRANS BAY TERMINAL)-WALNUT CREEK-CONCORD was revised so that all trips now originate or terminate in Walnut Creek. There were also minor time changes on both LOS ANGELES-SAN FRANCISCO routes (Coast and San Joaquin Valley).

GREYHOUND LINES, INC. is preparing an application(s) to be filed before the proper regulatory bodies seeking permission to operate trucks and trailers over its presently authorized bus routes. This service would be for the package express (which has grown to great proportions). The present authority states that package express shipments must be handled in buses, and be incidental to the passenger operations; in some cases, the package express volume is greater than the passenger volume. Certain buses are being used with all but two seats removed (thus it remains a passenger-carrying vehicle) and the vacated space loaded with express packages. Greyhound now proposes to go one step farther--over to trucks for highway operation. Although The Corporation already has a GREYHOUND VAN LINES subsidiary, many protests are expected from the trucking industry.

Permission from the Interstate Commerce Commission was secured by THE GREYHOUND CORP. to purchase controlling interest in TEXAS, NEW MEXICO AND OKLA-

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* San Francisco Bay Area Commute Region (pronounced "sifbacker")

CALIFORNIA--WGL (CONTINUED)

HOMA COACHES, INC. (Lubbock, Texas). TNM&O operates between Lubbock and Amarillo, Big Springs, San Angelo and Wichita Falls, Tex., and Carlsbad, N. M. TNM&O will continue to be operated as a separate company, although it will continue to participate in WGL pools for through service between Dallas-San Francisco, San Antonio-Denver and Denver-Houston.

The California Public Utilities Commission will hold the first of 15 days of hearings on February 7th in San Francisco on WGL's application to eliminate reductions on commuter fares, the majority of which are in the San Francisco area.

Random observations have indicated that the (presumably) former CENTRAL GREYHOUND LINES 2200 series MCI MC-5's have been transferred to WGL, and have been renumbered into the 7200 series. Spot checks indicate that the buses have been renumbered in order. There were 85 buses in the 2200 series (2200-2284). Previous occupants of WGL's 7200 series were non-restroom GM PD-4104's, which have all been retired, except for 7297-7299, which are special use restroom-equipped buses.

CGL bus 1245 (assigned to the Central/Western pool) a GM PD-4501 "Super Secnicruiser" has been converted 'nto a baggage bus! It has seats for 22 passengers and a restroom; the baggage section is in the rear--a door has been cut into the fifth door-side window to allow accessibility to the baggage area. PD-4104 buses 7133 and 7134 have also been converted to baggage coaches for use between San Francisco, Reno and Chicago, along with some CGL 4104's similarly equipped.

NORTHERN CALIFORNIA TRANSIT DEMONSTRATION PROJECT (NCTDP)

SAN FRANCISCO: The two year NCTDP study jointly financed by the SAN FRANCISCO MUNICIPAL RAILWAY, ALAMEDA-CONTRA COSTA TRANSIT DISTRICT and the BAY AREA RAPID TRANSIT DISTRICT has been released by the consulting engineering firm of Simpson & Curtain.

The recommended changes would most effect SFMRy's system of bus, rail and cable car lines. Some 54 routes would be realigned, and new high-speed rail cars would replace the system's 105 ICC cars. Three new subways would be constructed for feeder lines to the BARTD system. The Muni changes would cost about $300 million, but its annual debt could be reduced by $1 million annually, as ridership would increase substantially.

The ALAMEDA-CONTRA COSTA TRANSIT DISTRICT routes, as detailed in the study, would consist of six Transbay lines, two East Bay express lines, one route to Treasure Island, 13 arterial routes and 26 crosstown and feeder routes. The report concludes that 18 new feeder routes should be planned, including eleven in central Contra Costa County and seven in southern Alameda County; both areas are currently outside the AC Transit service area.

The NCTDP study devised methods of providing reduced combination fares to transfering patrons, that would make use of BARTD's automatic collection system, but not require installation of special, costly equipment on ACT and SFMRy buses. A system was recommended whereby an AC or Muni passenger would pay regular surface fares, and receive a BARTD exchange ticket, good for the return surface ride--without added charge.

The three systems combined (SFMRy, ACCTD and BARTD) can expect an annual ridership of 325.5 million by 1975, an increase of 67.2% above 1965 figures. Engineers have recommended a minimum adult fare of 25¢ for all three systems. This would require Muni to raise its 15¢ fare, and ACT would have to eliminate its 20¢ token fare.

CALIFORNIA--NCTDP (CONTINUED)

The projected ACCTD system would consist of 500 buses and 1,371 employees--ACT presently operates 683 buses and has 1,456 workers.

SFMRy's three subways would consist of (1) "Richmond" line via Post and Geary to 45th Ave., (2) from the Market St. Subway via Duboce and the Sunset Tunnel (present N--JUDAH carline) to 19th Ave. & Irving, and (3) the "Twin Peaks" line beyond St. Francis Circle to San Francisco State College. Muni's fleet, under this plan, would consist of 115 rapid transit cars, 450 motor coaches, 110 trolley coaches and 31 cable cars, five of which would be new.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit has received bids on 15 new buses, with an option to purchase 45 more at the same price within one year. Specifications called for bids on both 102" (8½') and 96" (8') widths and 40' (53 passenger) and 35' (45 passenger) lengths, with 36" width seats and mechanically assisted push-type rear doors. Out of ACT's fleet of 683 buses, 606 are now being used during the peak hours--this puts a "squeeze" on the number of vehicles scheduled for regular maintenance; the decision to purchase the new buses was made to alleviate this condition. Both Flxible and G. M. Coach bid on the wide buses, as follows:

	Flxible	G. M. Coach	Difference
35' length (45 passenger)	$27,022	$27,261	$239
40' length (53 passenger)	$28,480	$28,741	$261

Flxible did not bid on the narrow buses of either size--the figures on GM's bids for the narrow ones is not available. The District's staff evaluated the bids, and took into consideration "other factors" and on January 24th awarded the contract to GM on the basis that their bid was 90¢ cheaper per bus (size not specified). Of ACT's present fleet, only one bus is not a GM, and that bus is XMC-77--a Kassbohrer Golden Eagle.

ACT bus No. 511, a GM TDH-5301, was painted in red and white candy cane stripes, and was the District's contribution to Christmas 1967.

ACCTD is considering the possibility of running some of their Trans-Bay bus routes into downtown San Francisco instead of the Trans-Bay Transit Terminal at First & Mission Sts. District officials stated that such service would probably be running already, if it were not for the impending completion of Oakland-San Francisco rapid transit service of the BAY AREA RAPID TRANSIT DISTRICT. However, talks with officials of the City of San Francisco are planned relative to the establishment of such service. WESTERN GREYHOUND LINES has indicated that they would like to make greater use of the Trans-Bay Transit Terminal (which is now used by WGL for some of their SFBACR Contra Costa Division service) as AC's requirements diminish.

GUITON CHARTER COACHES (GCC)

OAKLAND: GCC was the low-bidder on a huge contract with the U.S. Army to operate between the Oakland Army Base, other Bay Area points and Travis Air Force Base. Four operators submitted bids, GCC, M&M CHARTER LINES, EASTSHORE LINES and VACA VALLEY BUS LINES. Bid prices ranged from $412,000 to $772,000 for the one-year contract. M&MCL is presently operating the service under last year's contract

MARTINEZ BUS LINES (MBL)

SONORA: A new bus shuttle service started on January 13th between Sonora, various ski lodges along Highway 108 and the ski play areas of Dodge Ridge,

CALIFORNIA--MBL (CONTINUED)

Bumble Bee Hill and Leland Meadows. Several round-trips per day are maintained by fares ranging from $1.00 to $1.50 per person. Vehicles used on the operation are conventional buses leased from MBL--MBL does not operate the service itself. A search of "authority" to operate failed to find any certificate issued to cover this operation. Several of the local bus operators were puzzled at the boldness of the parties involved to commence such a service without first obtaining some sort of operating authority.

SAN FRANCISCO & NAPA VALLEY ELECTRIC RAILWAY (SF&NVERy)

ORLAND: An early-day Yellow Coach is for sale by an old-car collector in Orland. The collector states that it is a 1921 Yellow Coach. This was doubted, however, since Yellow Coach didn't deliver its first bus until 1923, and upon a little checking, it is believed that the year would be closer to about 1927. The bus was used by the SF&NPERy when it inaugurated bus service parallel to its electric line between Vallejo and Calistoga. According to HORRACE SIMMONS, owner of VACA VALLEY BUS LINES, the bus's serial number is 10466 (okeh BUS INFORMATION OFFICE--full report, please). It is further reported that termites have done a great deal of damage to the wooden body of the bus over the years. Sale price has been set at "about $875."

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: In December, STA initiated a program of painting the windshield cowling white on its "New Look" buses. In so doing, the vehicle number was removed from that portion of the cowling directly under the central windshield post, to directly below the right (door) side headlights; in addition, the Authority's new emblem is being placed below the trapezoidal (GM) builder's plate. Thus far, all of the GM TDH-45.7's (131-145), the one SDM-4502 (203) and about half of the (300 series) TDH-4519's have been so altered.

J & M TRANSPORTATION SERVICE (J&MTS)

MARYSVILLE: J&MTS has discontinued service between Marysville and its twin city of Yuba City. This operation was started only a number of months ago, but there was insufficient revenue to warrant the continuation of service.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

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
Santa Fe Transportation Company	12-22-67	Seeking to discontinue passenger bus service between Bakersfield, Los Angeles, Pasadena and Long Beach.
Palm Springs Sightseeing & Charter Co., Inc.	12-21-67	Seeking to operate five tours in and around Palm Springs and authority to issue stock.
Yellow Investment Company (Yellow Cab Co., Sacramento)	12-27-67	Granted an Interim Order authorizing operation between downtown Sacramento and Sacramento Metropolitan Airport. The balance of the request being sought, for service within a 200-mile radius of Sacramento, is held-up pending results of hearings and submission of statements.
Terminal Island Transit Company.	12-28-67	Seeking to transfer operating rights and equipment to Long Beach Public Transp. Co.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
Terminal Island Transit Company	12-29-67	Granted permission to transfer equipment and operating authority to LBPTCo
Tahoe Transit Lines (South Lake Tahoe)	1-3-68	Authorized to transfer bus certificate and equipment from P.C. Lupo to C. Cryderman--new certificate issued.
Vaca Valley Bus Lines	1-4-68	Requesting certificate to operate between Fairfield-Travis Air Force Base and Rio Vista.
Blue & White Bus Co. of Watts, Inc.	1-10-68	Requesting permission to issue 100 shares of capital stock.
Bill Webster & Sons	1-15-68	Seeking permission to transfer passenger bus certificate and highway common carrier certificates to Barstow-Death Valley Freight Lines.
J & M Transportation Service	1-16-68	Granted authority to discontinue passenger bus service between Yuba City and Marysville. Operative rights revoked.
San Jose City Lines, Inc.	1-16-68	Authority to reroute Line 1 granted.
Gray Line Tours Company (GLOLA)	1-16-68	An Interim Order is issued granting temporary fare increase for Sightseeing and Race Track services in Southern Calif.
Blue & White Bus Co. of Watts, Inc.	1-16-68	Authorized to issue 100 shares of capital stock.

H A W A I I

HONOLULU RAPID TRANSIT CO., LTD (HRTCo)

HONOLULU: Recently HRTCo tried-out one of its 910-929 series GM TDH-5303's on Line 6--QUEEN-EMMA. The Company normally operates GM TDH-4507 equipment on this route due to light patronage and numerous grades. The reason for the experiment was not divulged by HRTCo, but it is believed that the Company is planning on acquiring some special new equipment for some of its steeper routes, feeling that new equipment might attract more patronage. No new buses have been purchased by HRTCo since ten GM TDH-4518's were delivered in 1966.

An application has been filed with the PUC to extend Line 13--TRIPLER-MOANALUA northward--to include East Foster Village, a distance of about one mile. A public hearing was held by the PUC, but no decision was handed down. The proposed routing is now known at this time.

GRAY LINE, HAWAII (GLH)

HONOLULU: GLH has now begun putting the familiar "Gray Line" diamond trade mark on its coaches. Since it began receiving "New Look" equipment a few years ago, the Gray Line emblem has been noticably absent--except on stretch-out limousines. First of the New Look equipment thus equipped is bus No. 8 (GM SDM-4502/026).

LEEWARD BUS CO., LTD (LBCo)

PEARL CITY: LBCo has received additional GM TDH-5103 buses, purchased used

HAWAII-LBCo (CONTINUED)

from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD's 2700 series). The buses, which had been storred for some time, have a shabby appearance, however, LBCo has not yet started repainting them as yet. The 5103's have been renumbered into the LBCo 80-series.

C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: TB reporter Kenton Forrest, our diligent Rocky Mountain representative was the first to break the story about the delivery of any of G. M. Coach's new "Third Generation" New Look coaches. What we suspect are the first of such coaches were 18 that went to DTC, 12 of which had arrived in Denver by the first of January. These buses are the first purchased from GM since 1961, and are numbered 8101-8118, and are of the T6H-5305 model (serial Nos. 001-018). The new model number system is described fully in the January, 1968 issue of Motor Coach Age, to which we refer the reader for full details, but basically the system was altered to include optional equipment of V-6 or V-8 engines and airconditioning. The former is indicated by a "6" or "8" replacing the "D" in the old system, and the latter by a "-A" being suffixed to the end of the number if airconditioning is included. Replacement models for the six "Second Generation" transit and suburban models are:

2nd Generation	Width	Length	3rd Generation Model Numbers
TDH-4518	102"	35'	T6H-4520, 4520-A; T8H-4520, 4520-A
TDH-4519	96"	35'	T6H-4521, 4521-A; T8H-4521, 4521-A
TDH-5303	102"	40'	T6H-5305, 5305-A; T8H-5305, 5305-A
TDH-5304	96"	40'	T6H-5306, 5306-A; T8H-5306, 5306-A
SDM-4502	96"	35'	S6M-4503, 4503-A; S8M-4503, 4503-A
SDM-5302	96"	40'	S6M-5303, 5303-A; S8M-5303, 5303-A

The transit models are, of course, available with mechanical transmissions, and the suburbans with hydraulic converters, so that the above listed 24 models will actually be increased to 48. It is expected that DTC's new 5305's will replace the last of the TDH-5105's.

As of July 7, 1967 DTC's fleet consisted of the following buses:

Coach Numbers	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
101-124	G. M. Coach	TDH-5105/3351-3374	51	1958	
125-148	Mack	C-47DT/1429-1452	45	1959	New look fnt.
501-520	G. M. Coach	TDH-5301/1932-1951	53	1961	
521-545	G. M. Coach	TDH-5301/2757-2781	53	1961	
546-572	Flxible	F2D6V-401-1/51303-51329	53	1962	
602-603	G. M. Coach	SDM-4501/036-037	41	1960	
605	G. M. Coach	SDM-4501/039	41	1960	Suburbans
701-722	G. M. Coach	TDH-4516/056-077	45	1960	Wide model
* 3101-3130	Flxible	F2D6V-401-1/51602-51631	53	1963	
3131-3165	Flxible	F2D6V-401-1/51944-51978	53	1963	
4101	Flxible	F2D6V-401-1/51986	53	1963	
4102-4103	Flxible	F2D6V-401-1/51979-51980	53	1963	
* 992-993	G. M. Coach	TDH-5105/2890-2891	51	1957	

Effective December 26th, and due to lack of patronage, service on Route 19--AIRPORT-FAIRMOUNT north of 32nd Ave. on Syracuse, to the Hanger area of the Stapleton Airport was discontinued. The new Airport terminal is now adjacent to the east end of the United Air Lines Terminal Building. Also effective the same date, northbound route 19 buses will be rerouted directly

COLORADO--DTC (CONTINUED)

via Quebec St. between 1st and 22nd Aves. instead of Poplar St. between 12th and 16th Aves. The new northbound Colfax Ave. stop (the main transfer point to/from downtown) is farside a Quebec & Colfax. Poplar St. was a loop for street cars as well as buses in the old days. Now, no service is operated on it--there is not even a bus stop there. Route 19 may not last too much longer, as the line does not generate too much patronage; according to the schedule, service is provided during morning and evening rush hours only, two round trips (handled by one bus) being operated at these times. FAIRMOUNT is an old line for Tramways, it having been a steam line before 1900, a trolley line until 1930 and a bus line since.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS is issuing $2.00 bus passes for the elderly during a trial period that started on December 1st. To be eligible, persons over 65 must have an annual income of less than $2,000 (for individuals or $3,000 for couples).

SPOKANE CITY LINES (SCL)

SPOKANE: SCL drivers went on strike on January 16th for the first time since 1954, leaving the city of 184,000 population without bus service, as well as 2800 junior high and high school students. The Amalgamated Transit Union, representing the drivers and mechanics (who also went out on strike) is seeking wage increases of 63¢ an hour, which would bring the top salary to $3.16 per hour.

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: The second largest city in the state of Washington (population 150,000) is located on Commencement Bay of Puget Sound, and is the gateway to Mount Rainier National Park and the Puyallup Valley. Local transportation in Tacoma is provided by TTS.

TTS was converted to 100% bus operation in 1938, at which time electric street cars were replaced. The system was under private ownership until 1961, when it was sold to the city; it is now municipally owned. The present fare is 25¢, 20¢ cash for students; school tickets are available at 12½¢ each.

The present roster of equipment operated by TTS includes the following buses:

Coach Numbers	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
77-79	Twin Coach	34-S/645B-647B	34	1948	
81	Twin Coach	34-S/664B	34	1948	
87-88	Twin Coach	34-S/670B-671B	34	1948	
238-239	Twin Coach	41-S/132-133	41	1947	
240-247	Twin Coach	41-S/851-858	41	1947	
248-280	Twin Coach	41-S/1144B-1176B	41	1948	
301-302	G.M. Coach	TDH-4517/1650-1651	45	1962	
303-315	G.M. Coach	TDH-4519/301-313	45	1964	
316-339	G.M. Coach	TDH-4519/949-972	45	1965	
340-349	G.M. Coach	TDH-4519/939-948	45	1965	

Thanks to MR. C. R. WALSH, Superintendant of Transportation, STS for providing the information for the above roster.

WASHINGTON--TTS (CONTINUED)

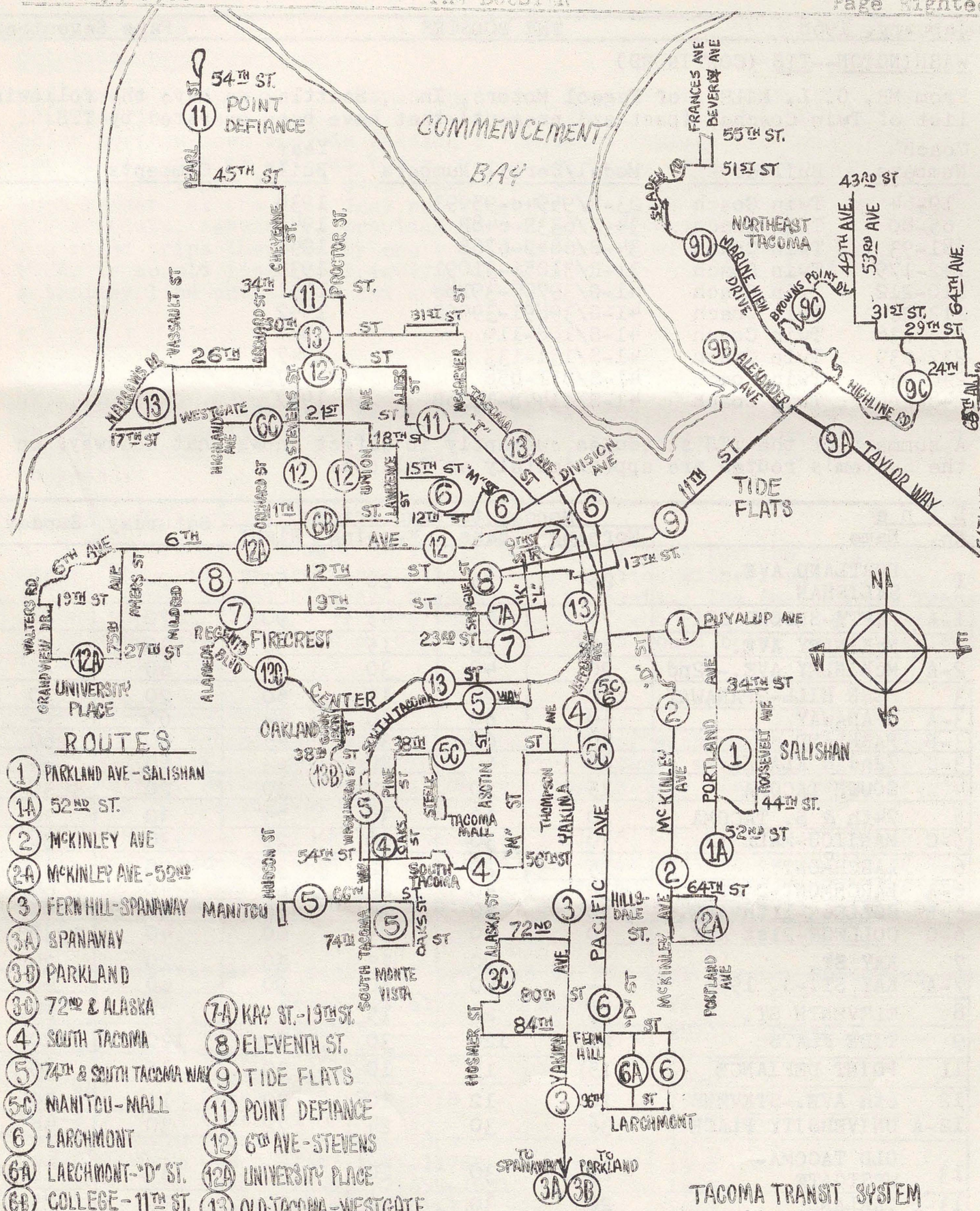
From MR. G. L. MILEY, of Fageol Motors, Inc., Seattle, we have the following list of Twin Coaches (past and present) that have been operated by TTS:

Coach Numbers	Builder	Model/Serial Numbers	Year Built	Comments
19-64	Twin Coach	23-R/95948-95993	1938	
65-80	Twin Coach	34-S/633B-648B	1948	
81-93	Twin Coach	34-S/664B-676B	1948	
142-179	Twin Coach	31-R/31056-31091	1938	
210-212	Twin Coach	41-G/39777-39788	1941	
213-224	Twin Coach	41-G/39891-39902	1942	
225-236	Twin Coach	41-S/108-119	1947	
237-239	Twin Coach	41-S/131-133	1947	
240-247	Twin Coach	41-S/851-858	1947	
248-280	Twin Coach	41-S/1144B-1176B	1947	

A summary of the TTS schedules currently in effect shows that headways on the System's routes are approximately as follows:

Line No.	Name	Monday through Friday				Saturday	Sunday
		Morning	Base	Evening	Night		
1	PORTLAND AVE.-SALISHAN	25	25	20	50	24	30
1-A	FIFTY-SECOND ST.	70	70	45	90	70	--
2	McKINLEY AVE.	15	20	15	30	30	30
2-A	McKINLEY AVE.-72nd	20	40	30	--	60	--
3	FERN HILL-SPANAWAY	10	20	10	60	20	30
3-A	SPANAWAY	40	60	30	--	60	--
3-B	PARKLAND	30	60	30	45	60	60
3-C	72nd & ALASKA	20	60	20	--	60	--
4	SOUTH TACOMA	15	20	12	30	20	30
5	74th & S. TACOMA	20	30	30	25	30	30
5-C	MANITOU-MALL	30	30	30	25	30	30
6	LARCHMONT	15	20	12	30	20	30
6-A	LARCHMONT-D ST.	30	40	24	60	40	60
6-B	COLLEGE-11th AVE.	30	40	24	60	40	--
6-C	COLLEGE-21st AVE.	30	40	24	60	40	30
7	KAY ST.	15	20	15	30	20	24
7-A	KAY ST.-S. 19th	--	60	30	90	60	48
8	ELEVENTH ST.	15	20	15	40	20	24
9	TIDE FLATS	20	120	30	2 Tps	120	120
11	POINT DEFIANCE	15	15	10	30	15	30
12	6th AVE.-STEVENS	10	12	10	20	12	30
12-A	UNIVERSITY PLACE	36	30	24	72	30	48
13	OLD TACOMA-WESTGATE	25	30	20	80	30	75
13-B	OAKLAND	20	30	20	30	30	75
13-C	FIRECREST	40	60	40	60	60	--

A map of TTS's routes can be seen on page eighteen.



ROUTES

1. PARKLAND AVE - SALISHAN
1A. 52ND ST.
2. MCKINLEY AVE
2A. MCKINLEY AVE - 52ND
3. FERN HILL - SPANAWAY
3A. SPANAWAY
3B. PARKLAND
3C. 72ND & ALASKA
4. SOUTH TACOMA
5. 74TH & SOUTH TACOMA WAY
5C. MANITOU - MALL
6. LARCHMONT
6A. LARCHMONT - "D" ST.
6B. COLLEGE - 11TH ST.
6C. COLLEGE - 21ST ST.
7. KAY ST.
7A. KAY ST. - 19TH ST.
8. ELEVENTH ST.
9. TIDE FLATS
11. POINT DEFIANCE
12. 6TH AVE - STEVENS
12A. UNIVERSITY PLACE
13. OLD TACOMA - WESTGATE
13B. OAKLAND
13C. FIRCREST

TACOMA TRANSIT SYSTEM
MAP OF ROUTES

CLS 1/68

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 or disposed of by western operators since our last report. Neither completeness nor currency is implied nor is to be inferred.

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
Santa Monica Municipal Bus Lines	5357-5366	G M Coach	TDH-5303/6145-6154	
Montebello Municipal Bus Lines	48-49	G M Coach	TDH-4519/1827-1828	Correction (47 is a 5303)
Oceanside Transportation System	612-615	G M Coach	TDH-4519/???	
San Jose City Lines	6523-6527	G M Coach	TDH-4519/1733-1737	Add'l info.
San Diego Transit Corp.	301-350	G M Coach	TDH-5303/6155-6204	Airconditioned
	601-650	G M Coach	TDH-4519/1863-1912	Airconditioned
Gardena Municipal Bus Lines	81	G M Coach	SDM-4502/137	A/C, radio, 45 seats
Stockton Metropolitan Transit Dist.	1720-1721	G M Coach	TDH-4519/1786*-1787	A/C *-not verf.
	1816-1819	G M Coach	TDH-3501/???	Airconditioned
Long Beach Public Transportation Co.	5126-5130	G M Coach	TDH-5303/5965-5969	Push doors, Mich. markers
Denver Tramways Corp.	8101-8118	G M Coach	T6H-5305/001-018	Third generation New Look coach
USED BUSES				
Pacific Scenic Lines	101	G M Coach	PD-4106/480	Ex-Tropical??
	102-103	G M Coach	PD-4106/1065, 1064	Ex-Tropical
Golden Bear Div. Charter Bus Transp. System	110-111	G M Coach	PD-4103/???	Gold, blue, white
	198	Flxible	VL-100/???	Gold, blue and white
Antelope Valley Bus Co., Inc.	224	G M Coach	PD-4104/???	non-restroom
South Coast Transit Corp.	2497	G M Coach	PD-4104/827	Ex-WGL 7121
Santa Cruz Transit Co.	37	G M Coach	PD-4104/2806	Ex-WGL 8538
Associated Charter Bus Company	819	G M Coach	PD-4104/???	
California Sightseeing Tours	104, 106	G M Coach	PD-4104/1735, 1262	
	108, 111	G M Coach	PD-4104/1068, 1418	Ex-WGL 7259, ??
	113, 123	G M Coach	PD-4104/958, ???	Ex-WGL 7260, ??
	125, 126	G M Coach	PD-4104/2822, ???	Ex-WGL 8554, ??
	139	G M Coach	PD-4103/???	
Knickerbocker Transportation	218	G M Coach	PD-4104/349	Ex-GLOSF 218
	235	G M Coach	PD-4104/296	Ex-GLOSF 239
Fiesta Coach	3902	G M Coach	PD-4104/967	Ex-EGL 3902?

FINANCIAL STATEMENTS -- 1967

UNITED TRANSIT BOOSTERS
Income Statement
For the year ended December 31, 1967

Operating Revenue:		
Dues:		
Regular	$120.00	
Equipment Prsrvtn.	30.00	$150.00
Publications		194.34
Auctions		50.06
Eqpt. Prvtn Donation		1.00
Total Revenue		$395.40
Less--Operating Expenses:		
Office		$ 18.93
Excursions		2.00
Publications		320.32
Meetings		40.00
Total Expenses		381.25
NET INCOME		$ 14.15

NOTE: For 1966 financail statements see the January 1967 issue of The Booster, page sixteen

UNITED TRANSIT BOOSTERS
Balance Sheet
December 31, 1967

Assets		
Cash:		
On Hand	$32.70	
In Bank	41.06	
Eqpt. Pvn. Fund	111.00	$184.76
Office Supplies		.09
Library Acquisitions		10.00
Preserved Transit Equipment (GCL 8608)		436.15
Total Assets		$631.00
Liabilities and Net Worth		
Liabilities		
Pre-paid Revenues	$14.00	
Total Liabilities		$14.00
Net Worth		
Retained Earnings	$190.73	
Paid-in Surplus	426.27	
Total Net Worth		617.00
Total Libilities and Net Worth		$631.00

1967 WESTERN FLXIBLE DELIVERIES

From Mr. C. V. Whithorne, Regional Sales Manager for The Flxible Company comes a list of Flxible built buses that were delivered to western operators during 1967:

Name of Operator	Fleet Numbers	Model Numbers/ Serial Numbers	Comments
AirporTransit (Los Angeles)	208-215	Flxliner 223DD1-D2/ 10731-10736	45 reclining seats, PA System, Aircond.
Airport Coach Service (Anaheim)	110-111	Flxliner 223DD1-D2/ 10737, 10759	45 reclining seats, PA system, Aircond.
Marine Corps Base (Camp Pendleton)	400X875	Flxliner 223DD1-D2/ 10739	45 reclining seats, PA system, Aircond.
San Bernardino Municipal Transit System	800-814	Transit 411-HD-41-1/ 76001-76015	35 seats Airconditioned
Vaca Valley Bus Lines (Fairfield)	244	Flxliner 223DD-D2/ 10740	41 reclining seats, PA system, radio, stereo, restroom, airconditioned.
Ventura County Transportation Co. (Camarillo)	1	Starliner 323ED-D1-1/ 31199	33 headrest seats, airconditioned.

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