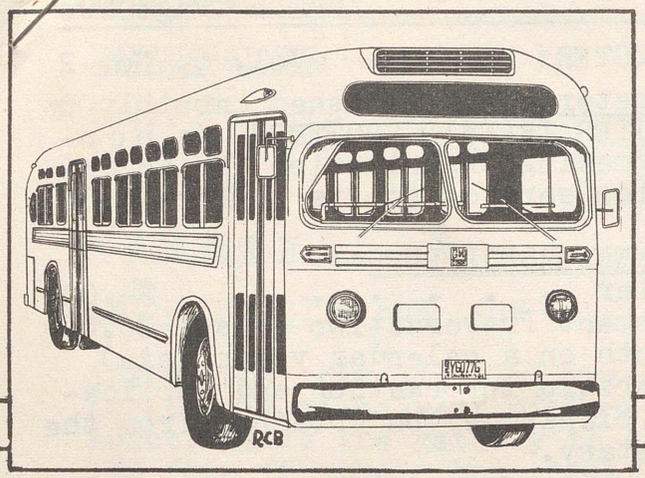


# THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

*"Dedicated to Better Transit"*

Vol. 6, No. 2 February 1968 Twelve Pages

## C O L O R A D O

### DENVER TRAMWAYS CORP. (DTC)

DENVER: By the middle of January, all of DTC's new T6H-5305 buses had been received and placed in service (TB-1/68). Taken out of service were the following "pairy" G. M. buses:

992-993 TDH-5105/2890-2891
101-116 TDH-5105/3351-3366

Buses 992 and 993 have been sold by DTC to an operator (not specified) in Richfield (Minneapolis) Minnesota. The new buses (Nos. 8101-8118) were purchased by the DENVER TRAMWAY CHARTER CO., a newly-formed arm of DTC, which will allow the Tramway to continue in the charter business if the city takes over the transit operation.

### CONTINENTAL ROCKY MOUNTAIN LINES (CRML)

DENVER: Effective February 1st, CRML instituted a new STAPLETON INTERNATIONAL AIRPORT-DENVER-ASPEN route, which operates daily between February 1 and March 31; service was initiated for the benefit of skiers headed for the Aspen ski lodges. Buses leave Aspen at 8:30AM, and Stapleton Airport at 3:00PM.

## U T A H

### UTAH PARKS CO. (UPCo)

CEDAR CITY: Formerly a subsidiary of the UNION PACIFIC RAILROAD UPCo has now been sold to the General Host Corporation of New York City. UPCo operates lodges, restaurants and bus tours in Bryce Canyon National Park, Zion National Park, Cedar Breaks National Monument and the north rim of Grand Canyon.

## N E V A D A

### LAS VEGAS TRANSIT SYSTEM, INC. (LVTS)

LAS VEGAS: LVTS has ordered four new airconditioned 53 passenger buses (presumably from G. M. Coach) for February delivery. LVTS carried 2.4 million riders in 1967--about 500,000 more annual riders than it had ever handled in its history. During 1967, LVTS revised all of its routes, added four new buses and instituted a comprehensive driver training program. Company officials stated that by increasing service frequency and revising

# CLUB NEWS

## MEETING NOTICE

March Regular Meeting:
Date: March 10, 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

April Regular Meeting:
Date: April 14, 1968 (time and place same as above).

## NEW MEMBERS

Approved for membership at our February meeting were the following:

#62 Harry D. Peat, Arcadia (R)
#63 Chris J. Radkey, Berkeley (EPM)
#64 William L. Steckdaub, Kansas City, Mo. (R)
#65 R. Patrick Stanford, New Britian, Conn. (R)

Welcome aboard gentlemen--hope you enjoy the ride.

## ANOTHER 'TB' REVELATION

The Booster, which has in the past provided the answers to such pressing questions as:

What does SFBACR mean?
What is the meaning of the asterisk behind Warren Quon's name?
How many Ford Transits are there left in Palo Alto?
How do you pronounce WBRTA?

now answers the burning question:

What is the meaning of that number in the upper right-hand corner of my address label??

The answer to that question depends upon weather you're a member or a subscriber. If you are a member, it is your membership number; these numbers are assigned to each member as he is accepted by the membership --in the order in which they are accepted. Each member retains his Membership Number for life. If you are a subscriber, then your number is preceeded by an "S". This is simply a "key" number used to simplify locating your address card. Key numbers are assigned in order as subscriptions are received, but are not necessarily perminantly assigned, since they are also used to keep a running count of the number of subscribers. Should a subscriber drop-out, or convert to a member, his "key number" is assigned to the next new subscriber. (For those of you who were wondering, we had 42 subacribers in 1967.)

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Publisher --Robert L. Holstrom

NEVADA--LVTS (CONTINUED)

their routes, they hoped to better serve Las Vegas residents; they feel that the large passenger volume increase has proven the decision to be a wise one.

## W A S H I N G T O N

ANACORTES CITY BUS (ACB)

ANACORTES: May 31, 1967 was the start of bus service in this city of 8,414. Located 17 miles west of Mount Vernon (and about 50 miles north of Seattle) Anacortes is the gateway to the San Juan Islands. Passengers are charged a 15¢ fare for their bus rides.

A former United States Air Force bus, which has been painted orange, is used on ACB routes. It is a 37 passenger Southern Coach, which was built in 1950, model 140-GKB-33 (serial number 823195).

The city's budget for the Transportation Fund was in the amount of $9,830; of this amount, Anacortes business men pledged $3,000 to support the line.

The current (fall) schedule shows two round trips on each of the City and Ferry routes, as follows:

CITY RUN

| Leaves: | AM | PM |
|---|---|---|
| 6th & Commercial | 10:00 | 3:00 |
| Guemes Ferry | -- | -- |
| Island View | 10:10 | 3:10 |
| Shannon Heights | 10:15 | 3:15 |
| Broadview | 10:20 | 3:20 |
| Ilsand Hospital | -- | -- |
| 37th & Commercial | 10:30 | 3:30 |
| Arrive: | | |
| 6th & Commercial | 10:40 | 3:40 |

FERRY RUN

| Leaves | AM | PM |
|---|---|---|
| 6th & Commercial | 8:00 | 4:00 |
| Skyline | 8:15 | 4:15 |
| Washington Park | 8:20 | 4:20 |
| Ferry Terminal | 8:30 | 4:30 |
| Arrive: | | |
| 6th & Commercial | 8:40 | 4:40 |

The schedule that was in effect last summer called for six round trips to be operated on the CITY RUN, with five such trips on the FERRY RUN. (See map on page four.)

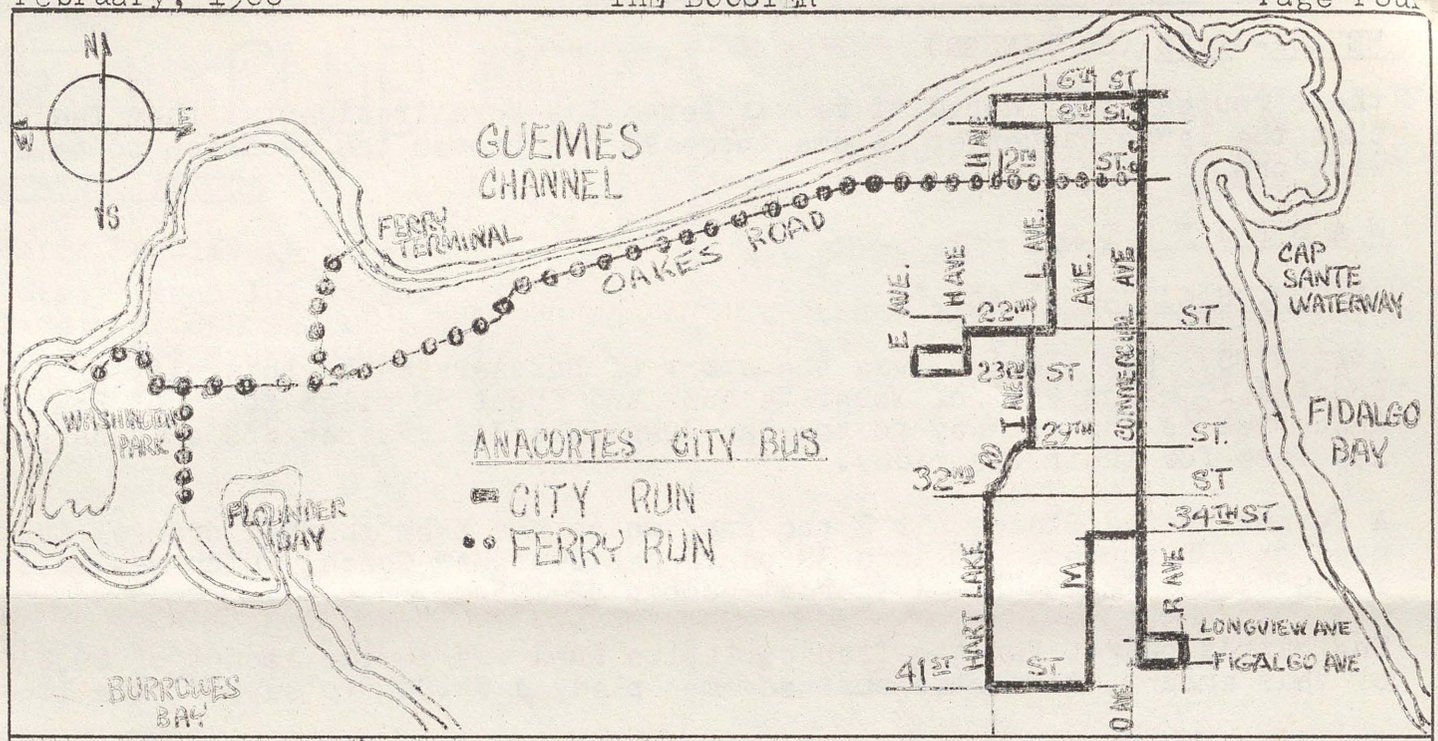
We wish to thank MR. W. O. ROGERS, Water Superintendent of the City of Anacortes, for assistance in providing the above information.

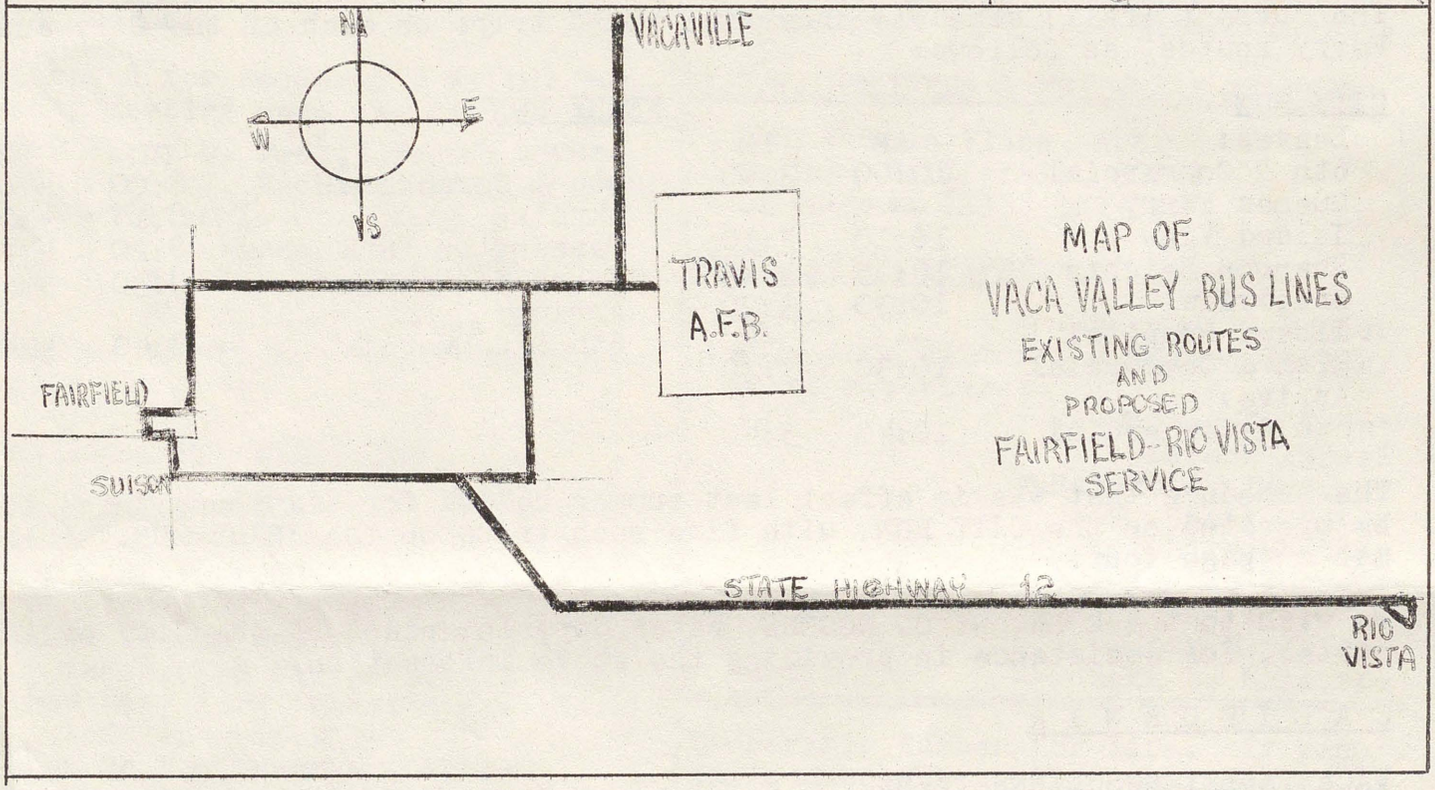
## C A L I F O R N I A

VACA VALLEY BUS LINES (VVBL)

FAIRFIELD: The operator of bus service to Travis Air Force Base from the nearby cities of Fairfield and Vacaville, VVBL has now applied to the Public Utilities Commission for authority to operate (as an extension of its Travis service) eastward along State Highway 12 (Rio Vista Road) between Fairfield/Suisson and Rio Vista (also serving the California Railroad Museum).

| Between \ and | Fairfield/ Travis AFB | Calif. RR Museum | Rio Vista |
|---|---|---|---|
| Fairfield/Travis Air Force Base | -- | $.40 | $.75 |
| California Railroad Museum | $.40 | -- | .35 |
| Rio Vista | .75 | .35 | -- |




SCRTD--LAST MINUTE NEWS

The first of the new 6100 series 51-seat Flxible buses (see story, page 7) went into service on Wednesday, February 28, 1968 on Line 83--WILSHIRE BLVD., working out of Division 6. Buses numbered as high as 6115 were observed in operation on the first day.

The contract for the 15 suburban-type buses mentioned here earlier (TB-1/68) has been awarded to GM Coach. The buses will have V-8 engines, air-conditioning unit operated off the bus engine, 49 reclining seats, and mechanical transmission (presumably model S8M-5303-A), and will arrive by June. The Flxible Co. did not bid on the buses, as they could not deliver until fall.

CALIFORNIA--VVBL (CONTINUED)

The proposed tariff is shown at the bottom of page three; round trip fares are set at 180% of the one-way fare, rounded off to the next highest nickel. Children's (aged 5-11) fares are 50% of the adult one-way fares, also rounded off to the next highest nickel. Express rates have been set at from $.90 for not more than 2 lbs. to $1.40 for between 90 and 100 lbs.

The application proposes to operate two round trips daily between Fairfield and Rio Vista on the following schedule:

| Eastbound - Read Down | | | Stations | | Westbound - Read Up | |
|---|---|---|---|---|---|---|
| 4:30PM | 8:30AM | Lv. | Fairfield | Ar. | 10:35AM | 6:35PM |
| 4:50PM | 8:50AM | Lv. | Travis AFB | Lv. | 10:15AM | 6:15PM |
| 5:15PM | 9:15AM | Lv. | Calif. Railway Museum | Lv. | 9:50AM | 5:50PM |
| 5:30PM | 9:30AM | Ar. | Rio Vista | Lv. | 9:35AM | 5:35PM |

Pending approval of their application by the PUC, VVBL has been operating between Fairfield and Rio Vista (but not Travis AFB) on the following Temporary schedule:

| Eastbound - Read Down | | | Stations | | Westbound - Read Up | |
|---|---|---|---|---|---|---|
| 5:00PM | 9:00AM | Lv. | Fairfield | Ar. | 10:10AM | 6:10PM |
| 5:15PM | 9:15AM | Lv. | Calif. Railway Museum | Lv. | 9:55AM | 5:55PM |
| 5:35PM | 9:35AM | Ar. | Rio Vista | Lv. | 9:35AM | 5:35PM |

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: District Directors have voted to ask the California State Toll Bridge Authority to consider a plan to reduce and eventually eliminate toll charges for ACT buses using the San Francisco-Oakland Bay Bridge. Current bridge charge is 50¢ per bus; the District also pays the state $261,500 annually in tolls and fees to use the Bay Bridge and the Trans-Bay Transit Terminal in San Francisco. AC has also applied to the legislature to eliminate fuel taxes on all but buses in charter service; this would save the District in excess of $300,000 annually.

BAKERSFIELD MUNICIPAL TRANSIT SYSTEM (BMTS)

BAKERSFIELD: Saturday service was revised on two routes by BMTS. Half-hourly service on the Flower Street branch of Line 5--FLOWER STREET-WESTCHESTER was reduced to hourly, and Line 7--COLLEGE HEIGHTS has been extended to operate into downtown on an hourly schedule (alternating with Line 5 buses). Weekdays, Line 7 operates as a shuttle, connecting at Niles & Baker in East Bakersfield with Line 5. Saturday service on Line 1--MAYFLOWER-VALLEY PLAZA has been increased to 30 mirutely--similar to the weekday schedule.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: On March 10th, in connection with the annual system shake-up, Line 51--LOS ANGELES-INTERNATIONAL AIRPORT-REDONDO BEACH will be rerouted in downtown Los Angeles to terminate at the new RTD-Greyhound depot. This will permit more convenient connections with interurban and Greyhound buses, a major advantage for airport passengers with hand ba gage. (An "incidental" benefit of this rerouting is that it will place the District in a better competative position with respect to AIRPORTRANSIT, whose limousine-type service (but not equipment) also uses the new terminal.)

Line 51 has had several downtown reroutings in recent years. It used the Olive St. terminal until that facility was abandoned on April 27, 1959,

CALIFORNIA--SCRTD (CONTINUED)

then Main St. Station. Effective April 10, 1961, Line 51 was rerouted (except for nights and Sundays) in to the Los Angeles St. Annex to make room at Main St. Station for the Long Beach buses. On June 23, 1963, the line was rerouted and off-street passenger loading and unloading discontinued. Inbound buses operated via 6th to 6th & Main, then out of service via 6th and Maple to the Maple Ave. storrage lot. Outbound buses operated out of service via 7th to the first passenger stop at 7th & Los Angeles, then via 7th, Main and 5th. The line's last official rerouting was effective September 15, 1963, when its terminal was changed to Division 1 (6th & Central). Inbound trips continued to discharge at 6th & Main, then operated out of service via 6th to the Division 1 yard. Outbound trips operated out of service via Central and 5th to the first passenger stop at 5th & Los Angeles. In recent months, however, inbound trips have detoured via 7th St.. instead of 6th, due to construction work along 6th St. The only effect of the March 10th change, with respect to passengers, then, will be use of the Greyhound/RTD station. Inbound buses will operate via Los Angeles, 7th and Maple; outbound via Maple and 5th.

RTD's Long Beach agency was relocated, temporarily, to the Continental Trailways Bus Depot at 1st St. & Long Beach Blvd. effective February 18th. A new permanent facility will be opened in a few month, in a new building to be built at or near the site of the former station. New bus stops have been established at 1st & Long Beach--and several other bus stop changes made. Lines 38, 59, 61, 124 and 127 have been detoured in connection with the station change. Lines 38 and 61 operate southbound via Long Beach, Ocean, Pacific, and 1st, laying over beside the Continental (farside-1st & L.B.); then outbound via 1st, Elm, 3rd and Long Beach. Line 59 operates westbound via Ocean, Pacific and 1st to the lay-over zone beside the Continental depot, then eastbound via 1st, Elm and Ocean. Line 124 operates eastbound via Pacific, 1st, Elm and 3rd, there being no apparent change in the westbound route. Marineland Line 127 operates eastbound via Ocean, Long Beach, and 1st; westbound via 1st, Elm and Ocean.

The facility just closed occupied a portion of the former Pacific Electric Railway Long Beach station. The same commission agent will continue to handle RTD business, temporarily at the Continental station, under a five-year contract.

Following the completion of alterations, monthly pass sales and ticket stock operations, now handled elswhere in the RTD Building at 11th & Broadway, will be concentrated at the present lost & found office, just north of the main entrance. At various times in LOS ANGELES RAILWAY and LOS ANGELES TRANSIT LINES days, this was the location of a ticket office for the sale of commutation and school tickets, etc.

A new brick building is being built at Division 2 (16th & San Pedro) for the Radio Dispatchers' office. Following this, the present Sentous property will be vacated. Most other offices formerly located at the old Division 20 administration building have already moved to 11th & Broadway. These changes are being made in connection with the Convention Center development, for which use the entire former LATL property at 12th Pl. & Georgia St. has been sold to the City of Los Angeles for $1,200,000. The estimated cost of the dispatchers' building is $85,000.

The first 200 two-way radio units to equip RTD buses will be purchased from RCA at a cost of $230,177.50. Although this program was prompted by the severe robery problem (for which purpose a Silent Alarm devise is incorporated), the availability of radio communication with bus drivers will have

CALIFORNIA--SCRTD (CONTINUED)

other major advantages in terms of service disruptions, lost articles, etc.

The District has awarded a $260,000 contract to Day & Zimmerman for an origin & destination study of RTD riders. The immediate use for this data will be in connection with an overall review of the present fare structure in an effort to remove some of its many inequities. Perhaps, in the not-too-distant future, we will see the long-standing distinction between interurban and local fares eliminated. Simpson & Curtain submitted a lower bid for the O&D study, but proposed to collect the data by means of postcards to be returned by the passengers, while Day & Zimmerman will employ 200 on-board checkers for direct interviews. The O&D data will also be useful in terms of future route and service changes.

Regarding the District's rapid transit plans, Simpson & Curtain has been awarded a $26,000 contract for studies that will include the integration of present and future surface operations with the proposed rapid transit system.

The first of the 200 new airconditioned buses on order from the Flxible Co. was received on or about February 12th. Fifty-seat 6100-6274 will be delivered first, to be followed by 45-seat 4200-4224. It is expected that all 200 will go into service between March 1st and June 1st. The principal equipment to be replaced will be the 181 remaining G. M. TDH-5103's--SCRTD's 2700, 2800 and 6400 series. The 6100's and 6200's will be assigned to lines 14, 26, 28, 41, 56, 83 and 86. The 4200's will go to lines 46, 77, 108, 110, and 111. Lines 26, 28, 83 and 86 presently have "new-look" equipment, which will, in turn, be used to up-grade such lines as 4, 44, 63 and 69. The most striking change will be on Division 2 lines 41, 77 and 111, which now use 2700's, 2800's and 6900's. Lines 77 and 111 once had 4000's, but these were removed in the summer of 1967 to modernize Line 100. When line 86 gets its 6200's some of the 6000's now in the Valley will go to Division 9 to replace the 2700's on lines 63 and 69. The 6100's for lines 26 and 28 will replace about half of the 5000's (all at Division 1 thus far, except for those temporarily traded to Division 9), which will go to Division 7. The 5400's now at Division 2 for line 83 will go to Division 6. These changes will release enough 2100's (from 6) and 2300's (from 7) to replace the 5103's at Div. 2.

Here, then, is a summary of the tentative new equipment assignments by Divisions:

Division 1 (incl. 11) -- 2000's, 2100's, 5000's, a few 5300's, 5200's, 5500's, 5600's and 6100's.
Division 2 -- 2100's, 2300's 4200's, 5900's, 6100's and perhaps a few 2400's or 2600's--a complete replacement except for 5900's.
Division 3 (incl 10) -- Most of the 5100Is, 5800's, 6100's and 6600's.
Division 5 (incl 4) -- 4000's, 5800's, all of the 6500's, an assortment of other 4801's (2100-2200-2900, and/or 5100 series), and 2400's or 2600's.
Division 6 -- 5200's, 5400's and 6100's.
Division 7 -- 2300's 2500's 5000's 5300's 5400's and 6100's.
Division 8 -- 2900's, all 5700's, 6000's and 6100's.
Division 9 -- 4000's, 4200's and 6000's (all Flxible).
Division 12 -- 2000's, 2300's, 4000's, 5500's, 5600's and 5800's.
Division 13 -- 4000's, 5600's and probably 2000's for race track and other special services.
Division 18 -- 5200's for line 71, 5100's for line 31, and an assortment of old and new equipment for the local lines.

Indications are that Divisions 6, 9 and 13 will have all-new-look equipment

CALIFORNIA--SCRTD (CONTINUED)

at least for regular services.

Contrary to our original supposition, the new Pasadena Division will be number 18. This is the number now assigned to the Pasadena City Lines garage, while the old car house is now Terminal 26. Also, in connection with the March 10th shake-up, line 31 will be split between Divisions 10 and 18, while line 108 (Colorado) will be split between Divisions 9 and 18. In addition, lines 18 and 50 will switch from Division 4 to 5, while lines 101, 102 and 103 (including 104) are being switched from Division 5 to 4.

Recently SCRTD G. M. TDH-4519 buses 2405-2409 were renumbered 2600-2604 (presumably in order. As a result, we became aware of two distinguishing characteristics of these coaches. These are push-type exit doors and the new GM 3-speed automatic transmission. Push-out doors were illegal in California when they were first introduced, but it appears that the pertinent regulations have been withdrawn. Also, of course, 2603 and 2604 are airconditioned, with the AC unit being powered by the bus engine.

The following buses have been repainted into the District's standard fleet colors of chrome yellow, saddle tan and white since our last report:

TDH-4801: 2391; TDH-4519: 2405, 2406, 2408 (2600, 2601, 2603);
TDH-5301: 5410, 5413, 5427, 5433, 5434, 5435, 5436, 5441, 5463, 5465, 5466, 5472, 5473; F2D6V-401-1: 5702;
TDH-3610: 6601, 6602, 6607, 6609, 6620, 6639, 6654;
TDH-4507: 6902, 6903, 6911, 6954, 6955.

GRAY LINE OF LOS ANGELES (GLOLA)

LOS ANGELES: Effective February 1st, the prices of all tours were raised approximately 10%. the Palm Springs tours, Tour No. 4, was eliminated. During the winter months, this tour was operated twice a week.

AMERICAN BUSLINE, INC. (ABL)

LOS ANGELES: On January 15th, ABL extended its one SACRAMENTO-EAST RENO (Nugget Casino) schedule to San Francisco, making a total of five "Gamblers Specials" daily between the Bay Area and the Nugget Casino. Effective February 16th, two round trips, one between San Diego and Oceanside, the other an express schedule between San Diego and Los Angeles over the freeway, were established on a Friday, Saturday and Sunday only basis.

Effective with the new San Diego schedules, the Flxible Hi-Levels 6433 and 6450 (Hi-Level/10351 and 10387) formerly assigned to the LOS ANGELES-SAN DIEGO POOL became Los Angeles spares; Silver Eagles were assigned to the LA-SD pool, which now consists of the following buses:
6722 Kass. SE/58161; 6726 Kass. SE/58165; 6796 B&C SE/6330.

The following three buses have been rebuilt as described here earlier (TB-5/67)
6737 B&C SE/6130; 6749 B&C SE/6153; 6806 Kass. GE/27754.

EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSOCIATION (ELACIA)

LOS ANGELES: In December 1967, ELACIA commenced operating service between East Los Angeles and various industrial areas, on the following weekly fares:

| | | | | | |
|---|---|---|---|---|---|
| ELA-Fullerton | $7.00 | ELA-LA Airport | $7.00 | ELA-Santa Monica | $7.00 |
| ELA-Burbank | $7.00 | ELA-Pomona | $8.00 | ELA-Douglas Aircraft | |
| | | ELA-Long Beach Naval Shipyard | $8.00 | (Long Beach) | $7.00 |

CALIFORNIA--ELACIA (CONTINUED)

This system operates a collection of used GMC 36-seat buses, including three TD-3609's from the SACRAMENTO TRANSIT AUTHORITY (see also Equipment Report) which are still in STA blue and white colors, except that red has been added around the front and side windows.

AIRPORT SERVICE, INC. (ASI)

EL SEGUNDO: On January 28th, ASI issued a new schedule calling for elimination of two of the recently instituted trips between Morrovia and the International Airport on its MONROVIA-PASADENA-L. A. AIRPORT route; also elimination of the 3:00AM trip from Long Beach and the 4:30AM run from International Airport on the LONG BEACH-L. A. AIRPORT route. The 12:15AM trip from Long Beach and the 2:20AM trip from the Airport, on the latter route, have been changed to a Sunday-only operation.

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: SCTC is our selection for the roster of the month for February. South Coast is one of two AMERICAN TRANSIT CORP. owned properties in Southern California--the other being SANTA ANA TRANSIT CORP. In as much as both companies are operated by the same management, and since common garage facilities are used and equipment sometimes mixed, we will include SATC in this writing. SCTC/SATC operate in and around the city of Santa Ana, some 30 miles southeast of downtown Los Angeles. SCTC operates primarily suburban routes (see map TB-10/67), and came into being in 1963 when ATC acquired the LAGUNA BEACH-SANTA ANA STAGE LINE (along with ABCO CHARTER SERVICE); later, t' HUNTINGTON BEACH-SANTA ANA STAGE LINE was purchased and its routes added to the SCTC system. SATC came into existance in April 1966 when it took over the routes of the SANTA ANA BUS SERVICE, which had become bankrupt. SATC provides local bus service in Santa Ana (see map, TB-11/66).

Since SCTC's and SATC's equipment has been mixed, we will not attempt to recount the changes in company name; at present (we believe) there are six buses with the SATC name on their sides--these are listed as such--all others are presumed to be owned by SCTC.

| | Coach Numbers | Builder | Model/Serial Numbers | Number of Seats | Year Built | Comments |
|---|---|---|---|---|---|---|
| SATC | 2071-2072 | GM Coach | TDH-3612/738, 799 | 36 | 1950 | Ex-SCRTD 6663-64 |
| | 2073-2074 | GM Coach | TDH-4509/743, 745 | 45 | 1950 | Ex-SDTS 970, 972 |
| | 2075-2077 | GM Coach | TDH-4509/747-749 | 45 | 1950 | Ex-SDTS 974-976 |
| | 2107 | GM Coach | PD-4103/020 | 41 | 1951 | Ex-GLTC 26 |
| | 2125-2126 | GM Coach | TDH-4517/1018-1019 | 43 | 1960 | Ex-ITC, to MTC |
| | 2478-2482 | GM Coach | TDH-3714/265-269 | 39 | 1954 | Ex-WTL 151-155 |
| | 2483-2484 | GM Coach | TDH-3714/367-368 | 39 | 1954 | Ex-WTL 156-157 |
| SATC | 2488-2489 | GM Coach | TDH-3714/279, 282 | 37 | 1954 | Ex-SMMBL 118, 121 |
| | 2493-2494 | GM Coach | PD-4104/928, 1052 | 41 | 1953 | Ex-Greyhound? |
| | 2495-2496 | GM Coach | PD-4104/ ? | | | |
| | 2497 | GM Coach | PD-4104/827 | 41 | 1953 | Ex-WGL 7121 |
| | 2547 | GM Coach | PD-4104/1500 | 41 | 1955 | Ex-KBL 2547 |
| SATC | 2660-2661 | GM Coach | TDH-3714/501-502 | 37 | 1956 | Ex-MS 101-102 |
| | 2832, 2834 | GM Coach | PD-3751/886, 919 | | 1947 | Ex-MTC 2832, 2834 |
| | 2838, 2840 | GM Coach | PD-4151/325, 327 | 41 | 1948 | Ex-MTC 2838, 2840 |
| | 2843-2844 | GM Coach | PD-4151/330-331 | 41 | 1948 | Ex-MTC 2843-2844 |

(Continued on page ten)

CALIFORNIA--SCTC (CONTINUED)

| Coach Numbers | Builder | Model/Serial Numbers | Number of Seats | Year Built | Comments |
|---|---|---|---|---|---|
| 6107 | Flxible | Clipper/??? | 29 | 1951 | Ex-LB-SASL 110 |
| 6615, 6618 | Flxible | Clipper/30910, 30913 | 29 | 1956 | Ex-ATC 6615, 6618 |
| 6810 | Flxible | 37-BI-49/8976 | 37 | 1949 | Ex-LB-SASL 107 |
| 7310 | Crown | A-504-11/32990 | 41 | 1953 | Ex-LB-SASL 112 |
| 7411 | Crown | ??? /32224 | 45 | 1944 | Ex-LB-SASL 108 |
| 7812 | ACF-Brill | IC-41/1181 | 41 | 1948 | Ex-LB-SASL 111 |

SCRTD - Southern California Rapid Transit District; SDTS - San Diego Transit System; GLTC - Great Lakes Transit Corp; ITC - Intertown Transit Corp.; MTC - Metropolitan Transit Corp.; WTL - Westside Transit Lines; SMMBL - Santa Monica Municipal Bus Lines; WGL - Western Greyhound Lines; KBL - Kentuckey Bus Lines; MS - Moyers Stages; LB-SASL - Laguna Beach-Santa Ana Stage Line; ATC--Airlines Transit Corp.

In SCTC news, Schedule No. 4 was issued on January 29, 1968, revising the service expansions as indicated in Schedule No. 3 (10-2-67) (TB-10/67) as follows:

SANTA ANA-BALBOA The Santa Ana-El Modena service was dropped from this line and one AM tripper was added.

HUNTINGTON BEACH-SANTA ANA-EL MODENA The Santa Ana-El Modena was reattached to the SA-Huntington Beach route; four round trips are operated Monday through Saturday.

SANTA ANA-LAGUNA BEACH Main line service has been reduced from 60 to 75 minutely; service on the Irvine branch was reduced from two hourly to three trips southbound and one trip northbound.

The above changes were made to allow increased running time, reduced mileage and elimination of one bus.

SCTC GMC TDH-3714 bus No. 157, theoretically number 2484, was never actually renumbered, and still sits in the SCTC east Santa Ana yard in a stage of disrepair.

CALIFORNIA LEGISLATURE

SACRAMENTO: Senate Bill 202 has been introduced by Senator Mills (D-San Diego) which would exempt all public transportation companies from state fuel taxes. Senate Bill 233 (Carrell, D-San Fernando) has been introduced, which would allow both the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the BAY AREA RAPID TRANSIT DISTRICT to carry U. S. Mail.

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 |
|---|---|---|
| East Los Angeles Community Improvement Association | 1-23-68 | Requesting a passenger bus certificate between East Los Angeles and Uniflex, Inc. plant at Paramount. |
| Bay Rapid Transit Co. | 1-29-68 | Seeking an Order to increase passenger fares and express rates. (Monterey, etc.) |

CALIFORNIA--PUC (CONTINUED)

| Name of Carrier | Date | Item |
|---|---|---|
| Gray Line Tours Co. (GLOLA) | 1-30-68 | Requesting a certificate to operate between The Forum, Inglewood, and Santa Monica. |
| Santa Cruz Transit Co. | 1-30-68 | Requesting permission to operate between Santa Cruz, et. al., and Candlestick Park (S.F.) on an on-call basis. |
| Golden Sedan Service, Charter Sedan Service, Mercury Sedan Service | 1-30-68 | Regarding request by all 3 carriers to operate between Santa Clara and San Mateo County points and the San Francisco and Oakland International Airports, certificates granted to Charter and Mercury, denied to Golden. |
| East Los Angeles Comm. Improvement Assn. | 1-30-68 | Granted certificate between E.L.A. and Uniflex plant in Paramount. |
| Laguna Transit | 2-6-68 | Granted authority to operate between Laguna Beach and Orange County Airport. |
| Amador Stage Lines, Inc. | 2-13-68 | Requesting certificate to operate between Jackson and the Calif-Nev. border at the south end of Lake Tahoe via Highway 88. |
| Watts-Compton Improvement Association | 2-13-68 | Requesting certificate to operate between South-Central L.A. and various industrial areas in the City of Commerce and the West San Fernando Valley. |
| M & M Charter Lines | 2-15-68 | Seeking authority to operate between L. A. Harbor Dock area and LA International Airport. |

FOURTY-TWO YEARS AGO--BEFORE THE CALIFORNIA RAILROAD COMMISSION

| | | |
|---|---|---|
| Altadena Bus Line | 2-20-26 | Request to operate passenger bus service between Altadena and Los Angeles is dismissed. |
| Pacific Electric Ry. | 2-15-26 | Authorized to discontinue through passenger service between Huntington Beach and Long Beach via Seal Beach. |
| Pickwick Stages System | 2-15-26 | Authorized to establish through interdivision fares over consolidated system. |
| Crown Stage Lines | 2-8-26 | Granted permission to operate auto passenger and baggage service between Hunting Beach and Long Beach by way of Seal Beach, as an extension of present and through service between Santa Ana and Long Beach via Seal Beach. No service to be given locally between Huntington Beach and Seal Beach. |
| Yosemite National Park Co. and Yosemite Park & Curry Company | 2-11-26 | Former authorized to sell to latter operative rights and properties, including service between points in Yosemite Valley and Glacier Point, Big Trees, El Portal, Hetch Hetchy Valley, Tuolumne Meadows and Tahoe and intermediate points; and between Briceburg; and between Fresno and Yosemite Nat'l. Park via two routes. |

## 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** | | | | |
| Western Greyhound Lines | 8750-8784 | M. C. I. | MC-5A/???? | |
| Continental Dixie Lines | 2788-2789 | Bus & Car | Slv Egl/7296-7297 | |
| County Transit Lines | 104-105 | GM Coach | TDH-3501/??? | Air-cond. |
| **USED BUSES** | | | | |
| California Sightseeing Tours | 106 | GM Coach | PD-4104/262 | Ex-EGL/WGL |
| | 109 | GM Coach | PD-4104/??? | Li-X67140 |
| | 120 | GM Coach | PD-4104/??? | Ex-EGL/WGL |
| | 126 | GM Coach | PD-4104/2810 | Ex-WGL 8542 |
| | 127 | GM Coach | PD-4104/2521 | Ex-WGL 8514 |
| Amador Stage Line | 706 | GM Coach | PD-4104/124 | Correction |
| East Los Angeles Community Improvement Association | 30 | Yellow | TD-3602/060 | Douglas BL 30-leased |
| | 702 | GM Coach | TD-3609/076 | Ex-RTD 6661 |
| | 704 | GM Coach | TD-3609/165 | Ex-STA 5644 |
| | 705 | GM Coach | TD-3609/160 | Ex-STA 5639 |
| | 706 | GM Coach | TD-3609/142 | Ex-STA 5611 |
| Douglas Bus Lines | 38 | GM Coach | TD-3609/077 | Ex-RTD 6660 |
| Avalon-Carver Improvement Assn. | 2483 | GM Coach | TDH-3714/367 | Ex-So. Coast TC 2483 |

## INTERSTATE COMMERCE COMMISSION (ICC)

Below are listed some of the recent actions of the ICC that affect western passenger motor carriers:

| Name of Carrier | Date | Item |
|---|---|---|
| Empire Lines, Inc. (Spokane, Washington) | 1-24-68 | Certificate issued for regular route and special operations. Routes are (1) Millwood-Pasadena Wash. to Schweitzer Basin Ski area, Idaho; (2) Coeur d'Alene to Farragut State Park, Idaho; (3) Spokane to Medical Lake, Wash. |
| Nogales-Bisbee Stage Company (Nogales, Arizona) | 1-31-68 | Granted a certificate from Tucson via Sierra Vista to Electronic Proving Grounds at Fort Hauchuca, and from Tucson to Sierra Vista, serving intermediate points. |
| Roesch Transportation Company (San Bernardino, Cal.) | 1-31-68 | Granted charter rights from points in Riverside, San Bernardino and Orange Counties Cal. to points in nine western states. |