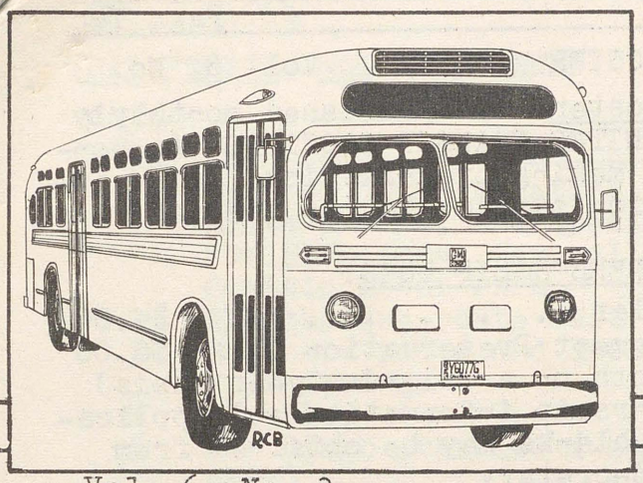


THE BOOSTER

Your Western Transit Digest

Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 6, No. 3 March 1968 Ten Pages

C A L I F O R N I A

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: AC Transit will expand its sightseeing tour this summer--both time-wise and coverage-wise. The tour will be operated between May 30th and Labor Day, and will cover four cities, hill top views, the Morman Temple, Oakland Coliseum, University of California, Lake Merritt and BAY AREA RAPID TRANSIT DISTRICT subway construction. Two 15 minute photo stops are included in the 2-½ hour trip. Fares for the trip will be $2.50 for adults and $1.25 for persons under age 17. Valid ACT transfers will be accepted as a 25¢ reduction of the tour cost.

As was noted here earlier, the contract for the District's 15 new buses went to G. M. Coach. According to one story, ACT will be getting both long-wide and short narrow models; the T6H-4521's are to be delivered by the end of April, while the T6H-5305's are to arrive by the end of May. Another story has it that all 15 will be T6H-4521's--time will tell!

On March 4th, Line 87--MAXWELL PARK was extended from Ruth & 55th Aves. to MacArthur Blvd., providing direct connections with transbay Line N--SAN FRANCISCO-EAST OAKLAND-SAN LEANDRO, East Bay Express Line 34--MAC ARTHUR EXPRESS and East Bay Local Lines 57/57C--MAC ARTHUR BLVD. The headway on Lines 57/57C will be reduced from 20 to 15 minutely.

All AC buses used in base service are now equipped with two-way radios. These include most of the GMC New Looks and the following TDH-4801's, which are used in base service on Line T--TREASURE ISLAND: 2100, 2101 and 2102.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: MR. JOHN M. WOODS, formerly superintendent of operation for the Moccasin Division of the Hetch Hetchy Water and Power System has been appointed General Manager of SFMRy. Woods replaced VERNON ANDERSON, who has been named Assistant General Manager in charge of scheduling, route changes, implementing the recent $800,000 transit study and coordinating actions with the BAY AREA RAPID TRANSIT DISTRICT.

According to The Bay Area Electric Railway Review, new two-way radios have been installed on the following Mack C-49DT's: 2500-2504, and 2651-2660.

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

CLUB NEWS

MEETING NOTICE

April Regular Meeting:

Date: April 14, 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

May Regular Meeting:

Date: May 12, 1968 (time and place same as above).

NEW MEMBERS

Approved for membership at our March regular meeting were the following:

#66 Francis E. Holbrook (R)
North Branford, Conn.
#67 Ramon Davis (R) San Francisco

Welcome aboard gentlemen--glad to have you with us.

--------*----*----*----*----

CALIFORNIA (CONTINUED)

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: WGL service between Oakland and San Francisco, connecting with SOUTHERN PACIFIC's Lark may be discontinued as early as April 8th, as a recent PUC decision authorized discontinuance of that train by that date.

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The newest 8700 series MCI MC-5A's have appeared with middle marker lights and one back-up light--this in conformation with the recently enacted federal highway safety standards. And speaking of GREYHOUND MC-5's, bus No. 2715 was eliminated from the roster as a result of a fire that destroyed it.

With reference to the material presented here earlier (TB-9/67) relative to the opening of the GREYHOUND/SCRTD Station in Los Angeles on September 10th, additional information was subsequently received relative to the Gate and slot assignment on the second floor/WGL operations level. This information is presented on page three, along with changes in these assignments that went into effect in December, and which are still in effect as of this writing.

CALIFORNIA--WGL (CONTINUED)

Gate No.	Service
1	Westbounds terminating in Santa Monica, and specials for Mira Loma, Camarillo and Castaic Honor Farm
2	Albuquerque route east
3	Southern route and Indio-Palm Springs
4	Overflow
5	San Diego overflow (weekends only)
6	San Diego Local via Santa Ana (weekend, San Diego-San Clemente--only)
7	San Diego Express
8	Overflow
9	San Joaquin Valley Express--San Francisco-Sacramento
10	Overflow
11	Coast Route--Express & Local
12	San Joaquin Valley Local
13	Overflow
14	Las Vegas - Salt Lake City
15	Overflow
16	Overflow (Del Mar Race Track)
17	Santa Paula Local and 7:45AM Elsinore trip
18	5:15PM Elsinore trip
19	Mojave - Reno
20	Overflow
21	AirporTransit
22	Unknown
23	Unknown
24	Arrivals
25	Arrivals
26	Arrivals
27	Arrivals
28	Arrivals
29	Arrivals

Effective in December, 1967, Gates were reassigned as follows:

7	Las Vegas - Salt Lake City	14	San Diego Express
13	San Diego Local via Santa Ana	15	San Diego Non-Stop and Border through cars

SERVI-CAR OF NORTHERN CALIFORNIA, INC. (SCONC)

REDWOOD CITY: On April 1st, SCONC is scheduled to commence operation of six city-owned 19 passenger minibuses on the city's new 25¢ fare bus system. This service is to be subsidized in the amount of $104,000 a year. Displaced by this operation will be PENINSULA TRANSIT LINES' Redwood City Division routes A, B, C, E and F.

ANTELOPE VALLEY BUS CO., INC. (AVBCo)

LANCASTER: On March 1st, AVBCo commenced operation between Edwards Air Force Base, Lancaster, Palmdale and the Los Angeles International Airport. Two round trips are operated daily. Coach 124 (GMC PD-4104/4366--Ex LVTR 91) is usually assigned to this route. The schedule is reproduced below:

Southbound--Read Down 2	4	6	Stations	Northbound--Read Up 1	3	5
8:35AM	4:35PM	10:35PM	EDWARDS AIR FORCE BASE Supply--Bldg. 3735	8:25AM	2:30PM	10:30PM
8:38	4:38	10:38	Main Base Post Office(2680)	8:22	2:27	10:27
8:45	4:45	10:45	Housing Area P. O. (7209)	8:15	2:20	10:20
			LANCASTER			
9:20	5:20	11:20	Greyhound Bus Terminal	7:40	1:45	9:45
9:21	5:21	-----	*Desert Inn	7:37	1:44	9:44
9:22	5:22	-----	*Antelope Valley Inn	7:36	1:43	9:43
9:23	5:23	-----	*Caravan Inn	7:35	1:42	9:42
			PALMDALE AIRPORT**			
			PALMDALE#			
9:35	5:35	-----	*Serra Travel Service	----	1:30	9:30
9:36	5:36	-----	*Greyhound Bus Terminal	----	1:29	9:29
11:00AM	7:00PM		L. A. INTERNATIONAL AIRPORT	12:00N		8:00PM

CALIFORNIA--AVBCo (CONTINUED)

* On call service for one or more persons, reservations required 15 minutes in advance of scheduled time
** On call service for five or more persons only
# No local passengers handled between Lancaster and Palmdale, except to Palmdale Airport.

ADULT FARES (Childrens' (aged 5-11) fares are ½ of adult fare*)

Between \ And	Edwards AFB	Lancaster	Palmdale	Palmdale Airport	Los Angeles International Airport
Edwards A.F.B.		$.50	$2.00	$2.00	$6.00
Lancaster	$.50		#	1.00	5.50
Palmdale	2.00	#		.50	5.00
Palmdale Airport	2.00	1.00	.50		5.00
L.A. Int'l Airport	6.00	5.50	5.00	5.00	

* Except on Lancaster-Edwards run.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The new 6100-series buses are going into service at a rapid rate. Here are the approximate dates on which the first groups made their debuts:

Date	Division	Line
2-28-68	6	83
2-28-68	8	86
3-10-68	3	56
3-12-68	7	83

Some of the 2100's at Division 6 were sent to Division 2 immediately, while 6000's (augmented by the group replaced at Division 8) were in service on Line 63 by the first week in March.

Contrary to our previous assumption, the air-conditioning unit on the 6100's is powered by the bus engine. The 200 new Flxibles also have air-assist push-type rear exit doors and the new Allison Super"V" 3-speed automatic transmissions. Unlike SCRTD's other Flxibles, the 6100's have the same 51-seat seating arrangement as the new-look GM's. The driver's control panel has also been rearranged, to more closely duplicate that found on the GM's. In connection with the push-type doors, RTD's have only a single touch bar (some properties use them on both door panels) and a traffic loader's valve is included in the system.

The roof-line illuminated ad holders have not been installed thus far on the new buses. Interior lighting on the 6100's consists of the single fluorescent strip that has now become standard.

The new Flxibles have a National Seating "Cush-N-Aire" operator's seat. It raises or lowers automatically by a simple push or pull on the control knob. Also, the air cushion causes the seat to react continuously to coach movements.

These 200 coaches have several modifications to comply with the new Federal safety regulations. Included are additional exterior lights ("Michigan" Markers, center markers on both sides, and a back-up light), non-reflective

CALIFORNIA--SCRTD (CONTINUED)

bumpers and four-way flashers.

As a final note, the 6100's have the coach number on the rear window, Greyhound style, since the air-conditioner occupies the space formerly used for that purpose.

As a result of the March 10th changes, all 6600's and 6900's have been removed from Pasadena service. 2400's, 2600's and 5100's now serve the Pasadena local lines: 2400's on Line 110, 2600's on Line 108 (out of Div. 9), and 5100's on lines 107, 108, 109 (out of Div. 18) and 119; 5200's have also been seen in service on the Pasadena Local lines.

Line 75--VENICE BLVD.-ECHO PARK AVE. had a minor rerouting in Venice, effective March 11th. Coaches now operate westbound via Venice Way (one block north) instead of via Mildred Ave. between Venice Blvd. and Pacific Ave.

Following nearly five years of inactivity, the remaining 107 trolley coaches have been sold to Lowell Bearing & Parts, of Chicago, Ill. for $37,000. No details as to their fate have been obtained, but these coaches are rumored to be destined for further use in South America.

The Melrose end of Line 4--MELROSE-WEST OLYMPIC will be extended, effective June 16th westward to serve a Senior Citizens Recreational Facility in West Hollywood. This is in response to a petition, with approximately 300 signatures, presented by Supervisor Ernest Debs. Coaches will operate via Melrose Ave. and San Vicente Blvd. to a new terminal at Division 7. A similar extension was tried in 1961 (June 18 to September 10), but it is hoped that the anticipated use by senior citizens will make this one more successful.

DON McMILLIAN and HERBERT KRAUCH have been elected President and Vice President, respectively, of the RTD Board for the next year. It is the Directors' intention to rotate these offices annually.

Ex-PCL TDH-4517 buses Nos. 2401 and 2402 have been repainted inside and out. Metal dashsign holders have been installed, as have illuminated coach run and route sign indicators and foot-operated turn signals. In addition, ex-PASADENA CITY LINES buses 2400-2404 and 2600-2604 have had two-piece destination signs installed, replacing the old one-piece headsigns.

The following buses have been painted in District colors of "Saddle Tan, Chrome Yellow and white" since our last listing:

TDH-4517: 2401, 2402; TDH-5301: 5348, 5372, 5405, 5412, 5415, 5429, 5432, 5450, 5451, 5455, 5457, 5458, 5462, 5476; TDM-5301: 5526; F2D6V-401-1: 5718; TDH-3610: 6611, 6617, 6621, 6638; TDH-4507: 6919, 6924, 6927, 6949

AIRPORTRANSIT (APT)

LOS ANGELES: On February 12th, PAL (Personalized Airport Limousine service) was reduced from an hourly-reservation service to an on-call basis, with a four passenger minimum; fare for this service is $4.00 per person.

TORRANCE MUNICIPAL BUS LINES (TMBL)

TORRANCE: A considerable amount of dispute has recently arisen relative to the take-over of TMBL by SCRTD among the city fathers. One of the councilmen disputes RTD's valuation of the equipment, claiming that the original cost should be used (e.g., $290,622 instead of $110,000). (The city

CALIFORNIA--TMBL (CONTINUED)

plans to retain bus No. 327, a 1956 GMC TGH-3102--presumably for use as a jail bus.)

Relative to the possible retention of bus service by the City of Torrance, it was determined that increases in fare would result in the following annual revenue: 5¢ - $37,000; 10¢ - $63,000; 15¢ - $85,000; and 20¢ - $103,000. The above calculations include an estimated 20% decline in patronage caused by the increase in fares. It was determined that a 45¢ fare (the present 25¢, plus a 20¢ increase) would be required in order to eliminate the TMBL subsidy.

Another plan envisions TMBL being merged with the Torrance Unified School District. City management, however, recommended against this plan, as the capacities of the transit and school buses vary to such an extent as to render joint service virtually impossible.

SAN DIEGO TRANSIT CORP (SDTC)

SAN DIEGO: The remainder of SDTC's new TDH-5303 GM buses arrived in San Diego on February 15th. These included buses 308, 326-329, 331-333, 337-339, 341-344 and 346-350; they were in service by the end of February. A list of the destination sign readings that are found in SDTC's new buses includes the following readings:

C	PACIFIC BEACH	R	MISSION BEACH	6	NORTH PARK
E	LA MESA	R	LA JOLLA	6	NAVAL TR. CENTER
E	FLETCHER HILLS	R	LA JOLLA SHORES	5	54TH ST. VIA MARKET
E	CITY OF EL CAJON	S	STATE COLLEGE	5	CLAIREMONT
F	LEMON GROVE	S	COLLEGE GROVE	4	LOMITA VILLAGE
H	MSN. VALLEY CENTER ONLY	T	CROWN POINT	4	69TH & IMPERIAL
H	LINDA VISTA	CHARTER		4	LINDA VISTA
K	CATALINA BLVD.	CONVENTION HALL		3	OCEAN VIEW BLVD.
L	ROSECRANS	DOWNTOWN SAN DIEGO		3	MISSION HILLS
L	NAVEL TR. CENTER	(Blank)		2	30TH & ADAMS
L	U. S. NAVEL STA.	11	SO. SPRING VALLEY	1	EL CAJON BLVD.
L	CHULA VISTA	11	LOGAN HEIGHTS	STADIUM	
O	OCEAN BEACH	11	KENSINGTON	SCHOOL	
O	NATIONAL CITY	9	CORONADO	PIERS	
O	IMPERIAL BEACH	7	LA MESA	TO GARAGE	
R	SPORTS ARENA	7	EAST SAN DIEGO	(Blank)	
		7	BALBOA PARK		

Route numbers/letters and destinations are on the same curtain, a departure from the past for San Diego, when these two items were on two separate curtains.

Now out of service are TDH-4509 buses Nos. 801-860, as well as TDH-4512 buses Nos. 861-880 and TDH-4509 buses Nos. 997-998. Until recently, 877-879 were still in service on Line A--AIRPORT, and 997-998 on Line 10--DOWNTOWN SHUTTLE.

TDH-5301 buses Nos. 244, 245 and 251 were being prepared for painting at the end of February.

Service changes affecting several lines were instituted as follows:

Line 3--MISSION HILLS-OCEAN VIEW BLVD.: Evening and night service was improved from hourly to 40 minutely through a reduction in headway on January 21st.

CALIFORNIA--SDTC (CONTINUED)

Line 9--CORONADO: Morning rush hour service was reduced from 30 to 40 minutely on Jan 21st, saving one coach; afternoon rush hour headways remained the same.

Line C--PACIFIC BEACH: Previously operating on hourly headways seven days a week, on January 21st, this line had its weekday base and morning rush hour schedules changed to 40/45 minutely; Saturday service was changed to 45 minutely, and Sunday service was reduced to an 80 minute headway, using one bus; evening and night schedules are 75 minutely seven days a week.

Line H--MISSION VILLAGE: On February 15th, this line wea rerouted north of Mission Valley Center to operate via Mission Center Rd., Friar Rd. and Ulric Rd to join the former route. Previously, the route was via Highway 395 and Highway 80 between Mission Valley Center and Ulric.

Line R--LA JOLLA: The seven-days-a-week base headway of 30 minutely was changed to 35 minutely to allow for increased running time. Night and evening service was readjusted to a 50 minute service.

Line T--CROWN POINT: Base and afternoon rush hour service was reduced from 30 to 40 minutely, saving one bus; hours of service to Sea World were changed from 1:00PM to 6:15PM to from 12:50PM to 4:45PM.

A new system route map, printed in blue ink, was issued during February; the date shown on the map is November 1967.

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
Pomona Bus Lines	2-21-68	Requesting permission to operate buses over 96" wide, Pomona-Dodger Stadium, etc.
Pettersen Bus Co.	2-27-68	Approved extension of service between St. Helena and Mare Island.
Greyhound Lines, Inc.	2-28-68	Requesting permission to extend alternate route of Del Mar Race Track service, Pasadena to Valley Blvd. Jct.
Happy Day Workers Agency	2-13-68	Seeking to transfer Class A Charter Party Certificate to Palm Springs Sightseeing and Charter Co. This is the first request to transfer a charter certificate.
Harbor Carriers, Inc.	3-5-68	Granted a vessel passenger certificate between San Francisco and Sausalito; Tiberon and Angel Island.
Watts-Compton Improvement Association	3-5-68	Authorized to operate between South Central Los Angeles and various industrial areas in City of Commerce and San Fernando Velley.
Bill Webster & Sons	3-12-68	Authorized to transfer passenger stage (and freight) certificate between Barstow and points north to Barstow-Death Valley Freight Lines; latter authorized to issue stock.

CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
Southern Pacific Co.	3-12-68	Permission given to discontinue trains 75 and 76 (Lark) between Los Angeles and San Francisco. (Commission's staff moved for dismissal of request, but motion was denied; Commissioners Bennett and Mitchell dissented in granting the request of SP).
AirporTransit, Inc.	3-12-68	Seeking permission to discontinue service between Anaheim Stadium and various airports.
Greyhound Lines, Inc.	3-18-68	Seeking authorization to conduct special operations between Palmdale area and Lake Los Angeles.
San Diego Economy Line, Inc.	3-19-68	Application for permission to remove restrictions in Chula Vista and vicinity, and to extend route #2 granted in part and denied in part.
Santa Cruz Transit Company	3-19-68	Certificate to operate on-call service between Santa Cruz, et. al., and Candlestick Park, San Francisco is granted.

W A S H I N G T O N

BELLINGHAM TRANSIT SYSTEM (BTS)

BELLINGHAM: BTS has asked the Washington Public Utilities and Transportation Commission for permission to eliminate tokens (now selling @ 5/$1) in favor of a flat 25¢ fare. BTS now operates seven buses on 1,018 miles daily, carrying 50,000 passengers. (as of 6/86, still have tokens)

N E V A D A

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LVTRSL)

LAS VEGAS: LVTRSL reduced service from six trips daily to four trips Monday through Saturday and two trips on Sundays and holidays on the LAS VEGAS-NELLIS AIR FORCE BASE route on February 1st.

On the same date, TRI CITY TRANSIT, a LVTRSL subsidiary, revised schedules on its LAS VEGAS-HENDERSON-BOULDER CITY route, providing for three trips to and from Boulder City instead of the former one trip per day.

U T A H

SALT LAKE CITY LINES (SLCL)

SALT LAKE CITY: SLCL and the City Commission are now considering three different plans whereby the city will operate the transit system. Plan 1: the city would acquire title to the entire system, but leaving SLCL with an option to repurchase the system and operate it at a later date; Plan 2: a one year lease, after which the city would purchase the equipment, but not the real estate; Plan 3: outright sale after appraisal of the value of the equipment and real property.

A R I Z O N A

PHOENIX: Legislation to exempt bus companies in Arizona from motor fuel

ARIZONA--PHOENIX (CONTINUED)

taxation will soon be introduced in the Arizona House of Representatives. Such legislation would affect TUCSON TRANSIT CORP., OLD PUEBLO TRANSIT CO., PHOENIX TRANSIT CORP., and SUN VALLEY BUS LINES.

TUCSON TRANSIT CORP. (TTC)

TUCSON: TTC has introduced a 99¢ All Day Ticket, good any day of the week for an unlimited number of rides on the day sold. Regular TTC fares are 25¢ with free transfers.

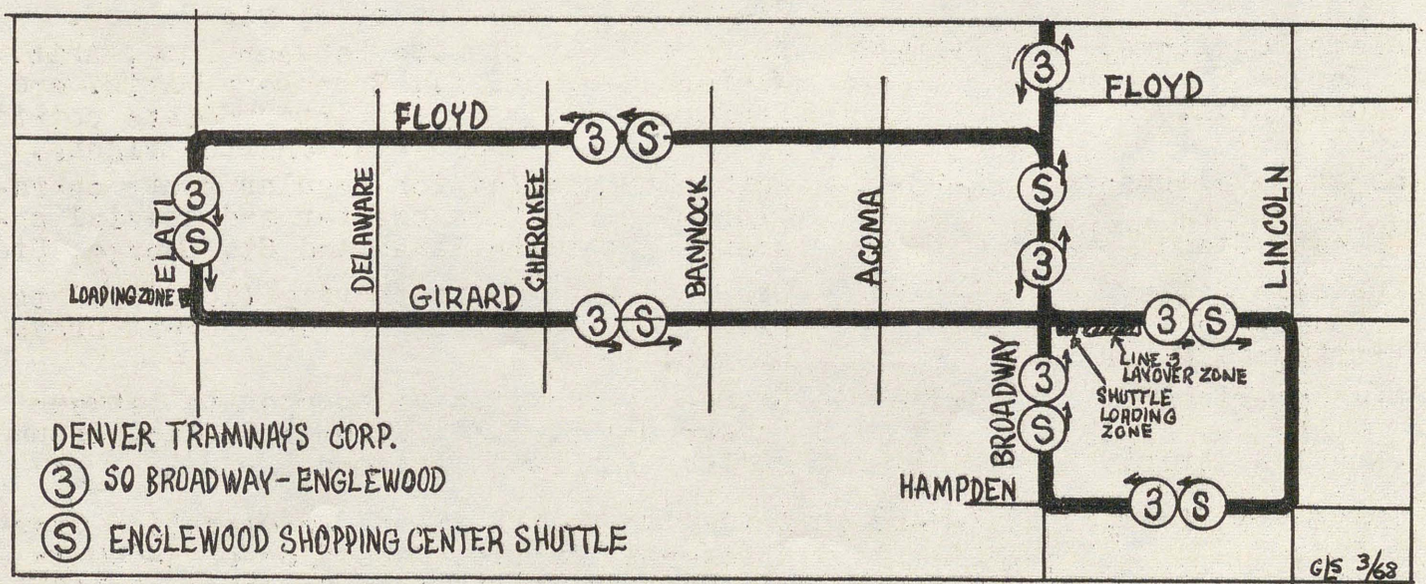
C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: On March 7th, in connection with the opening of the new Englewood Shopping Center, located on Elati St., five blocks west of Englewood's main shopping district on Broadway, DTC extended its Route 3--SOUTH BROADWAY-ENGLEWOOD to serve the new center. Included with the opening and extension was the establishment of one-way street patterns in this city to the south of Denver--which necessitated a revision of the regular Line 3 terminal loop. Except during rush hours Monday through Friday, when a shuttle bus is operated between downtown Englewood and the Englewood Shopping Center, through Route 3 buses operate to the Center. Specific schedule is as follows:

WEEKDAYS:	Shuttle buses	6:40A.M. to 8:40A.M.
	Regular buses	9:00A.M. to 3:40P.M.
	Shuttle buses	4:00P.M. to 6:15 P.M.
	Regular buses	6:20P.M. to 9:40P.M.
SATURDAYS:	Regular buses	6:40A.M. to 9:45P.M.
SUNDAYS:	Regular buses	8:45A.M. to 6:00P.M.

Twenty minute headways are operated to the Center Monday through Friday on both the regular and shuttle buses; regular buses operate 20 minutely on Saturdays and 30 minutely on Sundays to the Center. There is only one additional stop on the five-block extension--at the Shopping Center at Girard & Elati.



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				
Continental Dixie Lines	2790-2792	Bus & Car	Silver Eagle/7401, 7405-7406	
Western Greyhound Lines	8785-8794	M. C. I.	MC-5A/????	Safety features
Southern California Rapid Transit District	6100-6162 (6105-6158	Flxible Flxible	111-CC-D51/????? 111-CC-D51/53352-) 53405)	Air-conditioned, push doors
USED BUSES				
Avalon-Carver Improvement Association	151	GM Coach	TDH-3714/265	Ex-South Coast TC 151 (2478)
Bay Rapid Transit Company	105, 112 106, 108 110, 113	GM Coach GM Coach GM Coach	PD-4104/??? TDH-4509/??? TDH-4509/???	Ex-WGL (Ex-San Diego (Transit Sys.

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
Mt. Lemmon Stage Lines, Inc. (Tucson, Ariz.)	2-2-68	Seeking authority for two routes between Tucson and U. S. Electronic Proving Grounds at Ft. Huachuca, Arizona. One route via Sierra Vista and the other via Benson.
Alamo Bus Lines, Inc. (Yuma, Ariz.)	2-20-68	Authorized to operate between Yuma, Ariz., Winterhaven, Calif., Erhenberg, Ariz. and Parker, Ariz., serving intermediate points and including incidental charter rights.
Kanab Development Corp. (Kanab, Utah)	2-23-68	Authority granted for regular route operations plus certain charter and special operations between Kanab and St. George, Utah.
Tualatin Valley Buses, Inc. (Portland, Ore.)	3-5-68	Granted temporary authority (180 days) to operate between Portland and Forest Grove Oregon.
Nogales-Bisbee Stage Co. (Nogales, Ariz.)	3-14-68	Granted a certificate to operate between Tucson and U. S. Electronic Proving Ground at Fort Huachuca, Arizona.
Greyhound Lines, Inc. (Chicago, Ill.)	3-4-68	Deviation Notice filed for operation over a recently completed section of I-680 in Alameda and Santa Clara Counties, Calif.