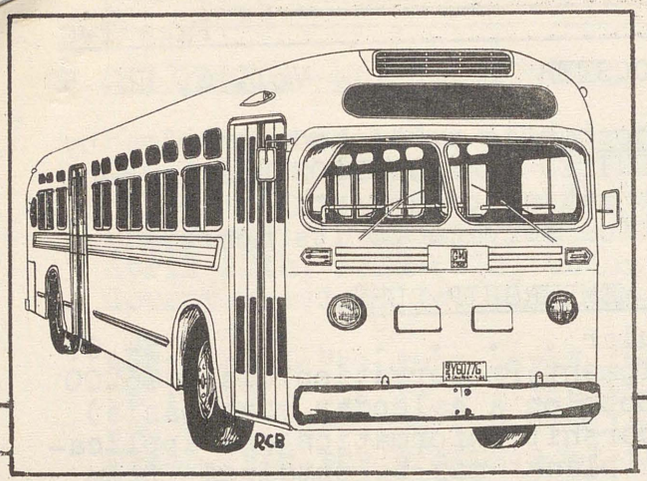


THE BOOSTER

Your Western Transit Digest
Monthly Publication of The United Transit Boosters

"Dedicated to Better Transit"

Vol. 6, No. 5 — May 1968 — Twelve Pages

C A L I F O R N I A

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA commenced operation of its Line 10--SACRAMENTO-ROSEVILLE on May 1st, after the purchase of GIBSON LINES route and equipment (TB-4/68). After many decades of operating from Sacramento, GIBSON LINES has faded from the scene. Gibson had its start as the RIVER AUTO STAGES and the CALIFORNIA-NEVADA STAGE LINE. At one time, service operated over a 200-mile system between San Francisco on the south and Chico on the north--and Reno (Nevada) on the east. The various operating names were combined into GIBSON LINES in the late 1930's. TRANSCONTINENTAL BUS SYSTEM's AMERICAN BUS LINES bought GIBSON LINES after World War II (in order to obtain Sacramento-Reno local rights). The Roseville-Chico segment was sold to GREYHOUND LINES in the late 1950's, and the San Francisco-Pittsburg segment was discontinued in 1961. LINCOLN BUS LINE took-over the Sacramento-Rio Vista route in 1965, while the extensive local and suburban routes in and around Sacramento had been transferred to SUBURBAN TRANSIT LINES in 1958. Other minor routes were subsequently abandoned, leaving the Sacramento-Roseville as the only service remaining. The final pool assignment for GL consisted of 4122 (PD-4104/3827)(leased from Continental Western Lines) and 6501 (TD-4506/774).

STA is operating seven round trips Monday thru Friday on Line 10, with four on Saturday, and none on Sundays or holidays; equipment now operated is TDH-4517's and 4519's. Fares on the route have been reduced slightly from the GL level. For example, the Sacramento-Roseville fare, which was 74¢, is now 65¢. Transfer priviledges are now available to all STA routes.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACCTD)

OAKLAND: On April 16th, Line 12--GRAND AVE.-WEST FOURTEENTH ST. was re-routed from 14th & Peralta via Peralta, west Grand to the Grand Ave. Overpass enroute to the Oakland Army Base and U.S. Naval Supply Center. Beginning on June 2nd, Line 51M will be extended 0.4 miles to the Berkeley Fishing Pier and Marina Administration Building.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: Additional changes that occurred on April 28th included the establishment of VIP Executive Coach Service between Phoenix and Tucson. Three round trips daily are operated; PD-4107's 7906 and 7907 have

CLUB NEWS

MEETING NOTICE

June Regular Meeting:

Date: June 9, 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

July Regular Meeting:

Date: July 14, 1968 (time and place same as above.)

NEW MEMBER

Accepted for membership at the May regular UTB meeting was:

#71 N. E. O'Neill (EPM) of South Gate, California.

Welcome aboard, Mr. O'Neill; hope you enjoy the ride.

ORGANIZATION CHANGES

By now, those of you astute readers have noticed the omission of the familiar Venice business office address, and have suspected that perhaps something is up. Well, something is indeed up! Your editor/General Manager is "skipping town" to accept a better (paying) position (job) in San Francisco.

The repercussions of the move away from the center of activity in Los Angeles have not yet been felt, as it does not occur until June 1. We expect to maintain the present editorial staff, the only difference being that this effort would be edited and typed in San Francisco and printed in and mailed from Los Angeles. There may be problems in getting the new arrangement working, so you readers are asked to bear with us for the next couple of months.

Official UTB business meetings will continue to be held in Los Angeles at the usual time and place. Members in the San Francisco Bay Area and Northern California are hereby warned of our pending arrival in their midst, and are asked to advise us of their thoughts on initiating some club activity (e. g., meetings, trips, etc.) in the area. Pending settlement in the Bay Area, all club communications should be sent to the above address.

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CALIFORNIA--WGL (CONTINUED)

been assigned to the Phoenix-Tucson route. Bus 7908 is used on the Fresno-Los Angeles VIP Service (TB-4/68). One round trip on the LOS ANGELES-MOJAVE-RIDGECREST route is now routed via Glendale; all other trips operate via Hollywood. Schedule folders 1-13 were reissued in green and black ink on April 28th; Folder 12, which contains schedules for SFBACR Contra Costa County service, now also shows the SAN DIEGO-SAN YSDRO (Border) service.

Additional "baggage cars" include CGL 1392, and a new class, 0701-0704, all GM PD-4501's. To provide the recently expanded service between San Diego and San Ysdro, GM TDM-4801's 9499, 9505 and 9506 have been sent to San Diego from the SFBACR pool to supplement GM TDH-5301's Nos. 9700-9709, which have been "holding down the fort" since 1961. (9500-9504 are assigned to the LONG BEACH-SANTA MONICA pool.)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Five new services, involving one existing and two entirely new lines, will be established, effective June 16th. It was for these operations that the District recently ordered 15 new CM suburban coaches.

A new expedited Flyer service will be established on Line 58 between Los Angeles and Santa Ana. This service will operate non-stop between Los Angeles and Buena Park, then serve Buena Park, Knotts Berry Farm, Stanton, and the Disneyland complex, then operate non-stop via Katella Ave. and the Santa Ana Freeway to Santa Ana. The route and operation of the new LOS ANGELES-BUENA PARK-KNOTT'S BERRY FARM-DISNEYLAND-SANTA ANA FLYER between Los Angeles and Disneyland will be the same as for the part-time Disneyland Flyer service, which will be reduced accordingly. The initial schedule calls for 14 round-trips, seven days per week. Trips will leave Los Angeles at 8:30, 9:20 and 10:00AM, then hourly to 7:PM, then 7:45 and 8:40PM. Return trips will leave Santa Ana hourly from 10:00AM to 8:00PM, then at 8:45, 9:30 and 10:20PM. Running times ranging from 1:10 to 1:35 between terminals will compare favorably with PACIFIC ELECTRIC RAILWAY rail running times. Four of the new air-conditioned coaches will be required for this service.

A new Line 122--LOS ANGELES-BURBANK-NORTH HOLLYWOOD-VAN NUYS FLYER will be established to provide rush-hour Freeway Flyer service between those points and mid-day shoppers' service between North Hollywood and Van Nuys via Sherman Way. The route will be from the Greyhound/RTD terminal in Los Angeles (operating inbound via Hill, 9th and Maple, outbound via Maple, 6th, Wall and 8th) via Hill St., Pasadena Frwy., Golden State Freeway, Angeleno Ave. (outbound) or Verdugo Ave. (inbound), 1st St., Olive Ave., 3rd St. (outbound) or Glenoaks Blvd. (inbound), Cypress Ave., San Fernando Blvd., Burbank Blvd., Victory Blvd., Laurel Canyon Blvd., Sherman Way, and Van Nuys Blvd. to Victory Blvd. (looping via Victory, Sylmar, Sylvan and Van Nuys). Mid-day service terminating at Victory & Laurel Canyon, will loop via Victory, Whitsett, Oxnard and Laurel Canyon. The initial service, requiring four airconditioned coaches, will operate on approximately the schedule shown on Page Four.

A new Line 125--LOS ANGELES-SOUTH BAY-ROLLING HILLS-MARINELAND FLYER will provide direct daily service between Los Angeles and Marineland, as well as commuter Flyer service for the South Bay-Rolling Hills area.

At present, the only scheduled transportation service to Marineland is by RTD Line 127 from Long Beach and San Pedro. GRAY LINE OF LOS ANGELES oper-

CALIFORNIA--SCRTD (CONTINUED)

PROPOSED SCHEDULE
LINE 122--LOS ANGELES-BURBANK-NORTH HOLLYWOOD-VAN NUYS FLYER

--Inbound

Van Nuys & Victory	Van Nuys & Sherman	Victory & Laurel Canyon	San Fernando & Olive	Los Angeles Terminal Greyhound/RTD Depot
----	6:07A	6:21A	6:42A	7:21A
----	6:35	6:49	7:10	7:51
----	7:05	7:19	7:40	8:21
----	7:35	7:49	8:10	8:51
9:35A	9:40	9:58	----	----
10:35	10:40	10:58	----	----
11:35	11:40	11:58	----	----
12:35P	12:40P	12:58P	----	----
1:35	1:40	1:58	----	----
2:35	2:40	2:58	----	----
3:35	3:40	3:54	4:15P	5:00P
----	4:30	4:44	5:06	5:50

--Outbound

Los Angeles Terminal Greyhound/RTD Depot	San Fernando & Olive	Victory & Laurel Canyon	Van Nuys & Sherman	Van Nuys & Victory
7:25A	7:59A	8:17A	8:30A	----
8:05	8:41	9:01	9:15	9:23A
----	----	10:10	10:24	10:32
----	----	11:10	11:24	11:32
----	----	12:10P	12:24P	12:32P
----	----	1:10	1:24	1:32
----	----	2:10	2:24	2:32
----	----	3:10	3:24	3:32
4:33P	5:17P	5:38	5:52	----
5:03	5:47	6:08	6:22	----
5:34	6:17	6:38	6:52	----
6:09	6:50	7:10	7:24	----

PROPOSED SCHEDULE
LINE 125--LOS ANGELES-SOUTH BAY-ROLLING HILLS-MARINELAND FLYER

Marineland	Hawthorne & Silver Spur	Torrance & Catalina	Crenshaw & Artesia	Los Angeles Station Greyhound/RTD Depot Arrive	Los Angeles Station Greyhound/RTD Depot Leave	Crenshaw & Artesia	Torrance & Catalina	Hawthorne & Silver Spur	Marineland
----	5:35A	5:55A	6:11A	6:45A	----	----	----	----	----
----	6:00	6:21	6:37	7:15	----	----	----	----	----
----	6:25	6:47	7:04	7:45	----	----	----	----	----
----	6:55	7:17	7:34	8:20	9:00A	9:32A	9:46A	10:05A	10:20A
----	7:30	7:50	8:05	8:45	10:00	----	----	10:45	11:00
----	----	----	----	----	4:20P	5:02P	5:19P	5:41P	----
----	----	----	----	----	4:50	5:32	5:49	6:11	----
----	----	----	----	----	5:29	6:00	6:15	6:35	----
3:30P	3:45P	4:07P	4:25P	5:05P	5:50	6:27	6:41	7:00	----
4:30	4:45	----	----	5:40	6:20	6:57	7:11	7:30	----

The above schedule to be in effect Monday through Friday (for Saturday and Sunday schedule, see Page Five).

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

CALIFORNIA--SCRTD (CONTINUED)

Saturday and Sunday Schedule

Marine-land	Haw thorne & Silver Spur	Tor-rance & Cata-lina	Cren-shaw & Ar-tesia	Los Angeles Station Greyhound/RTD Depot Arrive	Depot Leave	Cren-shaw & Ar-tesia	Tor-rance & Cata-lina	Haw-thorne & Silver Spur	Marine-land
----	----	----	----	----	9:00A	9:32A	9:46A	10:05A	10:20A
----	----	----	----	----	10:00	----	----	10:45	11:00
10:30A	10:45A	----	----	11:30A	11:45	----	----	12:30P	12:45P
11:15	11:30	----	----	12:15P	12:30P	----	----	1:15	1:30
1:00P	1:15P	----	----	2:00	2:15	----	----	3:00	3:15
1:50	2:05	----	----	2:50	3:10	----	----	3:55	4:10
3:30	3:45	4:07	4:25	5:00	----	----	----	----	----
4:30	4:45	----	----	5:30	----	----	----	----	----
6:00	6:15	----	----	7:00	----	----	----	----	----

ates a sightseeing tour to Marineland, but this not, strictly speaking, transportation.

The commuter Flyer will be from the Greyhound/RTD Terminal (operating inbound via 7th and Maple, outbound via Maple, 5th and Olive) via Olive St., 8th St. (outbound) or 9th St. (inbound), Harbor Freeway, Artesia Blvd., Pier Ave., Real Ave., (Hermosa Beach) Pacific Coast Hwy., Diamond St. (Redondo Beach), Catalina Ave., Torrance Blvd., Palos Verdes Blvd., Carson St., and Hawthorne Blvd. through Walteria and Rolling Hills Estabes to Silver Spur Road. Marineland trips will continue via Hawthorne Blvd. and Palow Verdes Dr. West, to Marineland of the Pacific. One weekday and most weekend service will operate directly via Harbor Freeway, Pacific Coast Hwy. and Hawthorne Blvd.

Fares on this line will be comparable to those applying via Line 5 and the connecting South Bay local lines, lower than the Los Angeles-Redondo Beach fare via Line 51. Fares from Los Angeles will be 62¢ to Artesia & Hawthorne, 70¢ to Pacific Coast Hwy. & Anita (Hermosa Zone 7), 78¢ to Hawthorne & Pacific Coast Hwy. (Redondo Zone 8), 86¢ to Rolling Hills, and only $1.10 to Marineland. A one-way trip from Los Angeles to Marineland via Lines 37 and 127, connecting at San Pedro, costs a total of $1.69.

Five of the new air-conditioned buses, operating from Division 12 (Long Beach) will be required for the service indicated in the schedules reproduced on Pages Four and Five. (Also, see map on Page Six.)

These new services represent an effort to develop new patronage while better serving present RTD passengers. The results of these bold ventures should be quite interesting.

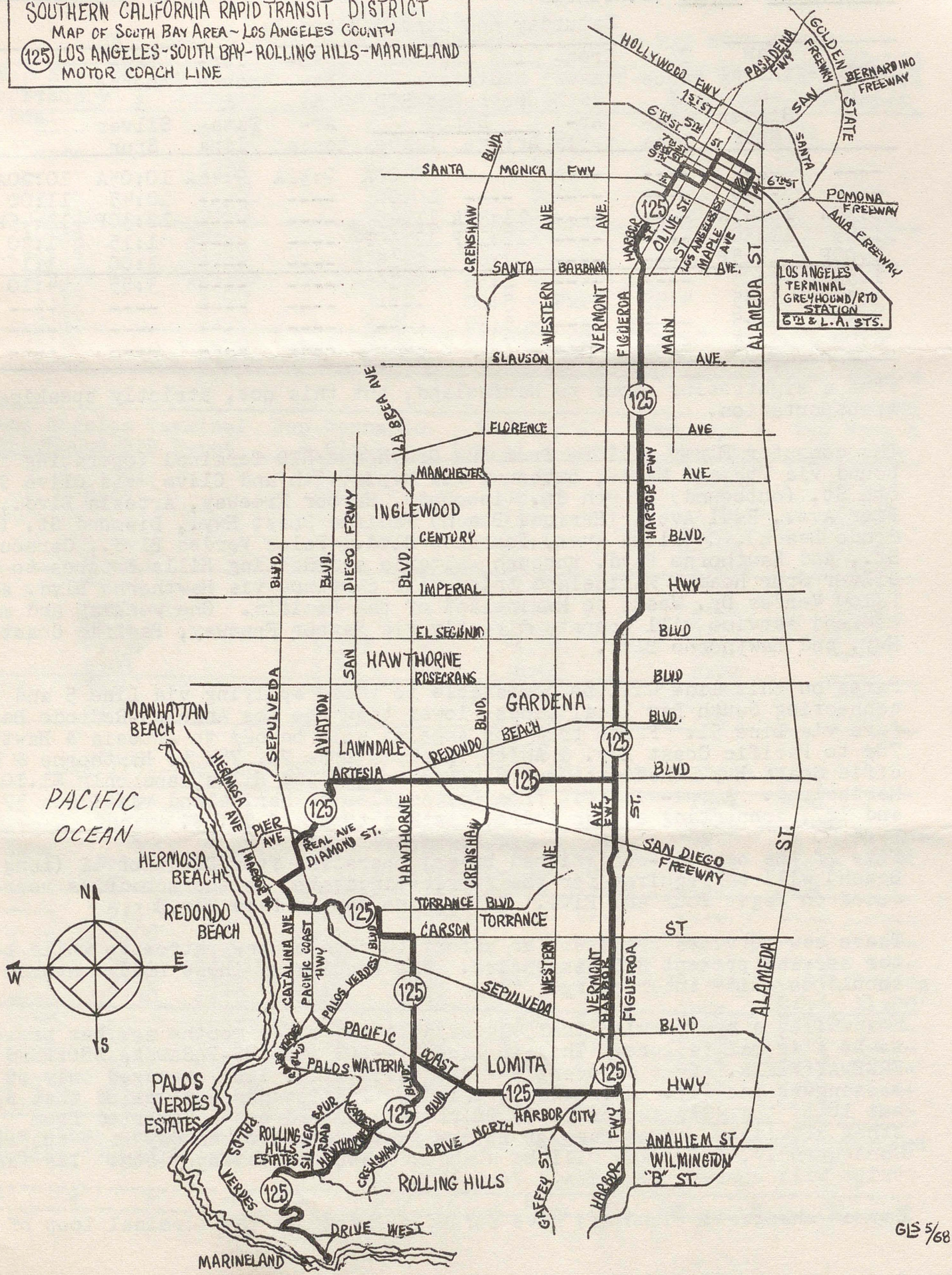
Meanwhile, a new service that was established a few months ago has proved to be a dismal failure. This in Line 87--LOS ANGELES-PASADENA SHOPPERS FREEWAY FLYER. Over a recent 9-week period, this line averaged only 85 passengers per day. A one-day origin/destination check revealed that all but 18 of that particular day's 98 passengers had bee n diverted from other RTD lines--an average of 1½ new passengers per one-way trip operated. Consequently, this line will be abandoned, effective June 16th. Its last trips will operate on Friday, June 14th.

Street changes in Glendora have forced a change in the terminal loop of

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

MAP OF SOUTH BAY AREA ~ LOS ANGELES COUNTY

(125) LOS ANGELES - SOUTH BAY - ROLLING HILLS - MARINELAND MOTOR COACH LINE



GLS 5/68

CALIFORNIA--SCRTD (CONTINUED)

Line 68, effective May 19th. Coaches now loop via Foothill Blvd., Vista Bonita Ave., Meda Ave., and Glendora Ave.

A total of 213 GM buses have been offered for sale. This is the equipment replaced by the 200 new Flxibles, most of which are now in service. Included are all 173 remaining TDH-5103's (149 27-2800's and 24 6400's), 27 TDH-3610's, 3 TDH-3612's and 10 TDH-4507's. Specific coach numbers have not been confirmed, but we believe the 3610's to be ex-Pasadena 6655-6681 and the TDH-4507's to be ex-Pasadena 6950, 6952-6956 and 6958, and ex-Inglewood 6959-6961. RTD's only TDH-3612's are ex-Inglewood 6682-6684.

The last of the 6200's were received on May 5th, followed a few days later by the first 4200's Most equipment shifts thus far have followed the predicted pattern, but the use of 6200's on Line 36 has involved a six-way chain reaction: (1) 6240-6247 are at Division 12 for Line 36; (2) 5500's have gone from Division 12 to Division 1 for Line 58; (3) 5234-5241 from Division 1 to Division 9; (4) 6081-6088 from Division 9 back to Division 8; (5) 2947-2954 from Division 8 to Division 7; and (6) 5000's from Division 7 back to Division 1--about eight buses are involved in each case. Lower numbered 6200's operated briefly on Line 36 in April, but these were soon replaced by the 6240's. Although Line 26 was expected to receive all new equipment, it still has a number of 5000's and 6000-6003, even on Sundays.

A through fare of 65¢ has been established between Santa Ana and Anaheim Stadium via Lines 58 and 178, with transfer at Disneyland. A Santa Ana-Orange-Anaheim Stadium leg of Line 178 was operated briefly at a 60¢ fare, but this was discontinued due to lack of patronage, and its special fare deleted from the tariff. In the meantime, passengers were required to pay a total of $1.01 (46¢ on Line 58, 55¢ on Line 178) for a ride of slightly over six miles.

The new token price of 25 for $7.00 has been approved and will go into effect June 1st. However, it is felt that limitations contained in the bond indenture, with regard to the granting of free transportation, necessitate some charge for blind passengers, so these will be carried for a 5¢ fare--including transfer privileges.

CROWN COACH CORP. (CCC)

LOS ANGELES: CCC, a major manufacturer of integral-type school buses, will expand its headquarters manufacturing facility by 10,000 square feet with the purchase of the old Southern California Gas Company building on East 12th St., adjacent to Crown's present building.

TORRANCE MUNICIPAL BUS LINES (TMBL)

TORRANCE: Effective May 1, TMBL's basic fare of 25¢ was increased to 35¢; 10¢ zone charges remained the same. Ten-ride commute tickets, formerly sold at a 10% discount, are now sold for convenience only.

POMONA VALLEY MUNICIPAL TRANSIT SYSTEM (PVMTS)

POMONA: Four new 45 passenger air-conditioned Flxible transit coaches have been delivered to PVMTS. The coaches are painted in the System's colors of "champaign gold" green and white. The power plant consists of a 6V-71N Detroit Diesel engine, mounted transversely, with an Allison VH automatic transmission.

CALIFORNIA (CONTINUED)

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Service and route changes were instituted as follows:

Line 5--UNIVERSITY-MARKET ST. On April 28, this line was extended about one mile from the former terminal at Pagent & Governor to Pavlov & Kantor, approximately five minutes running time.

Line B--ALLIED GARDENS-NATIONAL CITY This route was extended from its former terminal at Gateway Dr. & Rexford Dr. in Fairmont Park to 8th & National in National City, doubling its former length. Former service ran Monday thru Friday on an hourly headway. Current schedules call for Monday thru Saturday service on an hourly headway in the base, and half-hourly service in the rush-hours.

Line C--PACIFIC BEACH Evening and night service was reduced from 75 to 90 minutely; Sunday schedules were changed from 80 to 90 minutely.

Line J--PACIFIC BEACH-KEARNEY MESA-INDUSTRIAL PARK This entirely new cross-town line was established on April 28th. The lines runs seven days a week on an hourly headway, with half-hourly rush hour schedules. Sundays and holidays, the route originally operated between Pacific Beach and Balboa Ave. & Charger Blvd.; because of a reduction in running time, Sunday-holiday service was extended to Kearney Mesa Rd. & Balboa Ave. on May 12th. Present headsign for this line is "INDUSTRIAL PARK" (in both directions) with windshield cards reading either PACIFIC BEACH or KEARNEY MESA.

Line R--LA JOLLA This line was extended to operate to the University of California at San Diego Campus, located near Pacific Coast Hwy. & Torrey Pines Road. Base headways seven days a week are half-hourly, formerly 35 minutely.

Line T--CROWN POINT Saturday and Sunday service has been established over the entire route on a 45 minute headway on Saturday, and 90 minutely on Sunday. Former weekend service was run between San Diego and Sea World on an hourly headway between 10:00AM and 5:00PM.

New bus stop signs, in the shape of the familiar (equilatteral--or at least isosceles) triangle, that is indigenous to Southern California, painted dark blue, with white trim, have now shown-up along SDTC's routes. Downtown route indicators have also been painted blue.

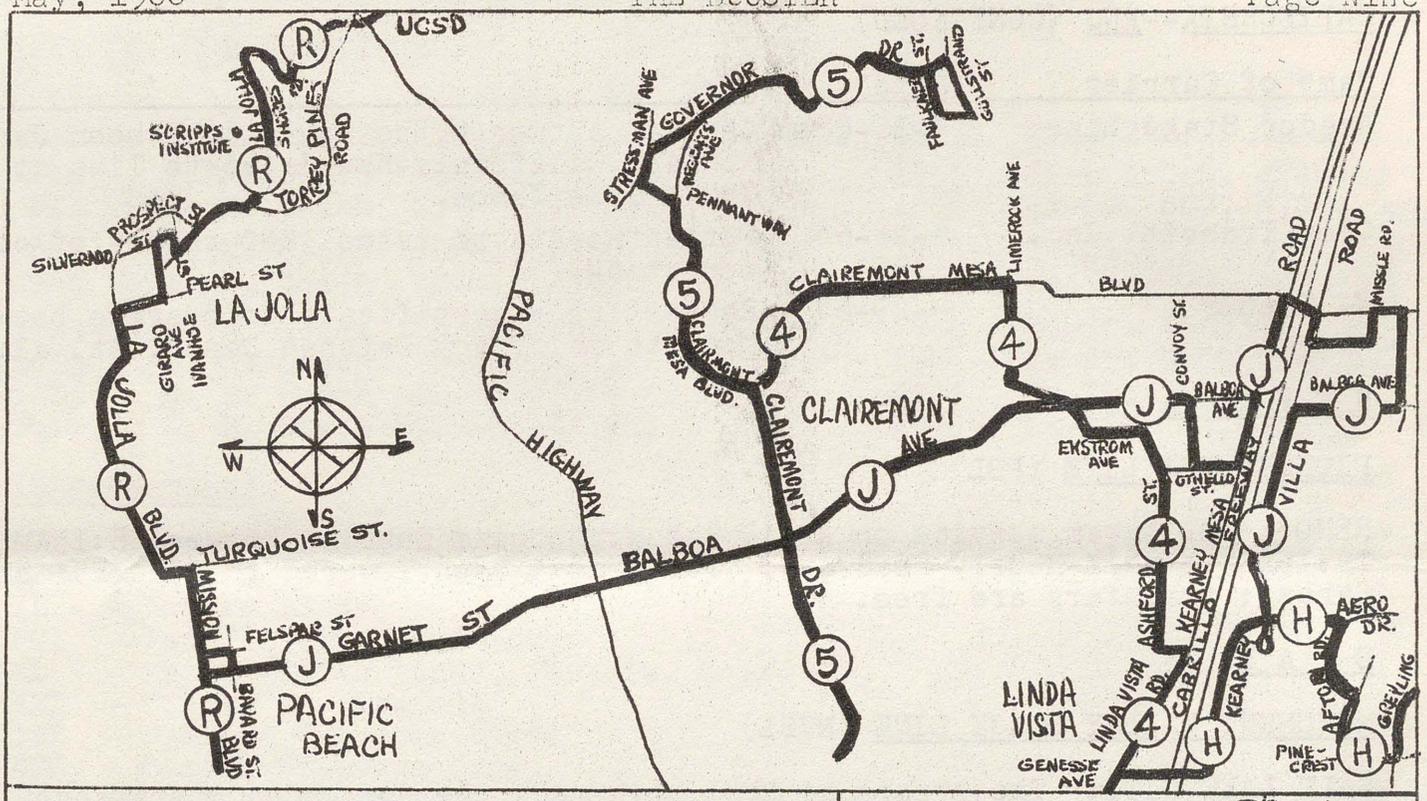
SAN DIEGO ECONOMY LINE (SDEL)

SPRING VALLEY: Effective April 15th, Line 2--COLLEGE GROVE-SAN YSIDRO was rerouted to serve the Unimart and Chula Vista Shopping Centers. Service operated on a two-hourly headway remains unchanged.

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 out last listing:

Name of Carrier	Date	Item
Golden Gazelle Lines	4-11-68	Seeking authority to conduct passenger service between Newark, et. al., and United Air Lines Maintenance Base, at San Francisco International Airport
Gibson Lines, Inc.	4-12-68	Filing for complete abandonment of all services.



SAN DIEGO TRANSIT CORPORATION

Route Changes

(5) UNIVERSITY-MARKET ST.: Extended from Pagent & Grovner to Pavlov & Lantor

(B) ALLIED GARDENS-NATIONAL CITY: Extended from Rexford & Gateway in Fairmont Park to 8th & National in National City.

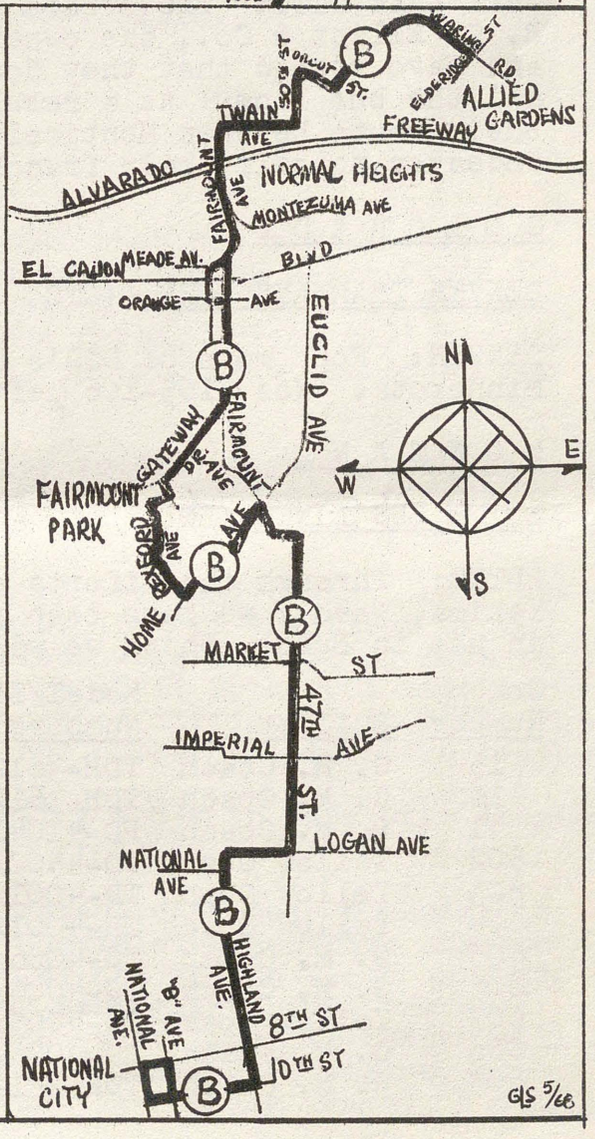
(J) PACIFIC BEACH-KEARNEY MESA-INDUSTRIAL PARK: New route established between Garnet & Mission in Pacific Beach and Kearney Villa & Aero, Cabrillo Park.

(R) LA JOLLA: Extended from the Scripps Institute of Oceanography to the University of California at San Diego Torrey Pines campus.

CONNECTING SERVICE SHOWN ON MAP:

(4) CLAIREMONT-LINDA VISTA-IMPERIAL AVE.

(H) LINDA VISTA-MISSION VILLAGE



CALIFORNIA--PUC (CONTINUED)

Name of Carrier	Date	Item
Amador Stage Lines	4-16-68	Granted authority to operate between Jackson and California-Nevada state line at South Lake Tahoe.
Crew Transit, Inc.	4-26-68	For authority to issue 3000 shares of common stock.
W. Tanner	4-29-68	Requesting a certificate to operate between Modesto and Tracy Defense Depot, et. al.

N E V A D A

PIONEER BUS LINE (PBL)

RENO: PBL began service on April 1st with buses running between 6:15AM and 12:15AM on half-hourly headways. Fares have been lowered to 25¢ (15¢ child fares); transfers are free.

U T A H

MONUMENT VALLEY STAGE LINE (MVSL)

SALT LAKE CITY: The owners of MVSL have recently suspended operations. R. C. Elliot & Co., the owners, are in the wheel business in Salt Lake City, and have stated that they don't have time to run both the wheel business and the bus line. As a result, they have temporarily suspended service on their route between Monticello, Utah and Flagstaff, Arizona, while they endeavor to sell their franchises.

C O L O R A D O

DENVER TRAMWAYS CORP. (DTC)

DENVER: Four more of DTC's TDH-5105 buses have been sold to Richfield, Minnesota. Nos. 105-106 left on May 7th, 107-108 left on or about May 10th.

M O N T A N A

BUTTE BUS LINES (BBL)

BUTTE: Through the efforts of member George Llewellyn and Mr. Wilson of Yakima, Wash., we have been provided with a roster of the buses currently in use in Butte, which we will present as our roster of the month.

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
15	G. M. Coach	TDH-3612/712	36	1950	Ex-WTCo 19
16	G. M. Coach	TDH-3612/1002	36	1950	Ex-WTCo 21
41	G. M. Coach	PD-4104/1336	47	1954	Ex-ITCo 211, EL 41
602	Yellow Coach	TD-4502/147	45	1940	Ex-PGL 1083
603	Yellow Coach	TD-4001/160	40	1941	Ex-ML 702
604	Yellow Coach	TD-4001/054	41	1940	Ex-SBT 127
605	G. M. Coach	TG-4006/139??	40	1944	Ex-SSL 157
606	G. M. Coach	TG-4006/143	40	1944	Ex-SSL 160
607	Yellow Coach	TD-4005/???	41	1941	Ex-SBT 157
608	G. M. Coach	TG-4006/141	40	1944	Ex-SSL 159
609	G. M. Coach	TDH-4512/???	45	----	Ex-WTCo

MONTANA--BBL (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Number of Seats	Year Built	Comments
610	G. M. Coach	TDH-5105/1184	51	1955	Ex-DTC 886, WTCo. 3
611	G. M. Coach	TDH-5105/1185	51	1955	Ex-DTC 887, WTCo. 4
801	G. M. Coach	PD-4151/309	41	1948	Ex-EL 801
802	G. M. Coach	PD-4151/295	41	1948	Ex-EL 802
5602	G. M. Coach	TD-3609/133	36	1946	Ex-STA 5602
5612	G. M. Coach	TD-3609/143	36	1946	Ex-STA 5612
5613	G. M. Coach	TD-3609/144	36	1946	Ex-STA 5613
5614	G. M. Coach	TDH-3610/1282	36	1948	Ex-YCBL 4818

ABBREVIATIONS:

WTCo - Western Transit Co., Billings, Mont.
ITCo - Intermountain Transportation Co.
EL - - Empire Lines
PGL - Pacific Greyhound Lines
ML - - Metropolitan Lines, Phoenix, Ariz.
SBT - Silver Bow Transit
SSL - Spokane Suburban Lines
DTC - Denver Tramways Corp.
STA - Sacramento Transit Authority, Sacramento, Calif.
YCBL - Yakima City Bus Lines, Yakima, Wash.

W A S H I N G T O N

SPOKANE CITY LINES (SCL)

SPOKANE: As a result of the strike against SCL that has been in effect since January 16th, a fact finding committee appointed by Mayor David H. Rodger has recommended a monthly household tax of 73¢ to finance a city owned transit system and a 5¢ reduction in bus fares. Plans call for the purchase of new airconditioned buses, and appropriate wage increases for employees.

An election was scheduled for May 7th for city voters to express their opinion of this plan. A strike by 106 operators and mechanics of SCL has kept this eastern Washington city without service for over four months.

On April 16th, SCL terminated all striking employees and began hiring new non-union employees. On April 22nd, four buses (out of the fleet of 70) began rolling on one of the major routes. Plans were also being made to restore service on SCL's nine other routes. By April 28th, SCL had "temporarily"suspended" the new bus service because of difficulty in maintaining equipment properly and getting a sufficient number of operators trained.

The workers left their jobs in January demanding a 63¢ an hour wage increase and other benefits.

PANORAMA CITY (LACEY): Panorama City, a retirement city near Olympia, is to receive a model M-2 Minibus to replace a Chevrolet Greenbriar station wagon used on daily trips around the PC complex and to the Lacey shopping area. The Minibus will have the new two-door fiberglass body; the bus will accomodate 17 seated and 8 standing passengers. Overall length will be 20 Ft.; power will be by a Chrysler 310 Cu. In. 210 H.P. engine, connected to a 3-speed transmission. The bus will have power brakes.

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				
American Buslines, Inc.	6606-6607	Bus & Car	SE 05/7453-7454	
	6608-6613	Bus & Car	SE 05/7471-7476	
	6614-6617	Bus & Car	SE 05/7483-7486	
Southern California Rapid Transit Dist.	6100-6274	Flxible	111-CC-D51/53347-53521	Additional information
Oceanside Transportation System	615	G M Coach	TDH-4519/1778	Additional information
USED BUSES				
Embre Buses	513-516	G M Coach	PD-4104/???	
Lower Valley Bus Lines	61-62	G M Coach	TDH-4512/1250-1251	Ex-Rockford Transit Corp. 801-802
California Sightseeing Tours	107	G M Coach	PD-4104/1786	
	112	G M Coach	PD-4104/858	Ex-WGL
	120	G M Coach	PD-4104/1058	Ex-WGL 7269

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WASHINGTON (CONTINUED)

BREMERTON-CHARLESTON TRANSPORTATION CO. (BCTCo)

BREMERTON: Starting May 1st, it will cost an additional nickel for adult passengers on city buses. BEN RUST, part-owner and General Manager of BCTCo, announced the fare hike, pending approval by the Washington State Utilities and Transportation Commission. Also to be raised is the cost of tokens. They will be 4/$1.00 instead of 4/$.90. However the adult fare hike from 25¢ to 30¢ and the token increase are the only city fares that will be changed Student fares will remain at 15¢, and college students will still be charged 20¢ Also, the student package fare of $4.50 per month will not be changed.

Fares for the bus company's runs outside the city will be raised about 10%. The suburban routes serve areas outside the city for Puget Sound Naval Shipyard workers.

The city fares were last changed in 1964, the suburban fares have not been altered since before 1960.

Major reasons for the fare hike were increases in labor and maintenance costs that have risen over 20% since 1964. Also, the passenger traffid dropped off 15% in November, and has not picked back up, thus far.

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