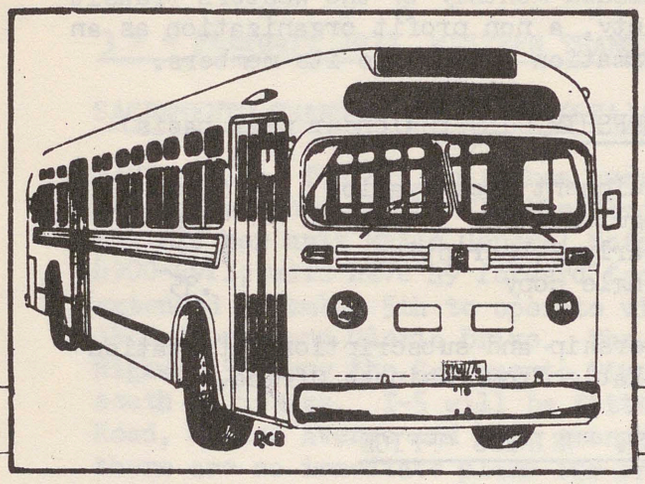


Western Transit

Monthly Publication of The Western Transit Society

Vol. 11 No. 2 February 1973

CALIFORNIA

SAN FRANCISCO MUNICIPAL RAILWAY

SAN FRANCISCO: Another new route, Line 46-COMMUNITY SERVICE, began operating January 29th. The line which operates on the southeastern waterfront is on a 60 day trial. Starting at Pier 80 buses travel via Army, Third, Cargo and Jennings Streets to Pier 96 and return. One bus operating every twenty minutes from 7:00 AM to 6:00 PM Monday to Friday is used. The line operates out of Potrero Division and the bus on the first day was 2620 (C49DT).

February 4th saw the start of a straight 5 cent fare for students (5-18) good all hours everyday in place of the former 10 ride 50 cent punch card. High school students will need a student I. D. card to be eligible.



SFMRy Western Flyer trolley coach which will be used on WTS April 21st excursion. (McKane)

The fate of Marmon-Herrington coach #738 is in doubt. The bus was hit broadside at 19th and Tennessee Streets while working Line 22-FILLMORE and severly damaged.

The Public Utilities Commission has approved a plan to buy ten used PCC cars from the TORONTO TRANSIT COMMISSION. The cars are needed to maintain existing service levels during the period SFMRy uses the 17th Street detour around BARTD subway construction. Because of longer running times on Lines K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW (WT 12/72) additional cars needed to maintain service were taken from Line N-JUDAH which received twelve buses operating Limited Stop service during the peak periods.

MEETING DATES

Next meeting: Sunday, March 11

Future meeting: Sunday, April 8

Location: 936 South Genessee Avenue
Los Angeles, California
7:30 P.M.

West side of Los Angeles
3 blocks east of Fairfax
Avenue, 1/4 block north
of Olympic Boulevard

Transportation: SCRTD Lines 4 and 89

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WESTERN TRANSIT

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New Members

125 - Robert Hussey, Saugus, Mass.

GENERAL MANAGER'S MESSAGE

I would like to take this opportunity to welcome all old and new members of WTS and to introduce myself. As you probably know I have been General Manager for four months now.

I am in the bus business running CONSOLIDATED STREET RAILWAY and involved with buses most every day of my life. I drive a round trip daily between Simi Valley and Los Angeles on our regular route. I could go on, but I am more interested in our membership, that is, I would personally like to meet each of you. Replacing Ed Buckley in this job will not be easy as he has done such a fine job that it will take a lot to match him. Nonetheless, I want to get more people involved in our organization--if you like buses and transportation you should become involved. We have a great group who enjoy our monthly Sunday meetings and we have entertainment in the form of movies and slides. I am trying to arrange for a different person to present the show each month. If you have movies or slides or any other form of entertainment please bring it to my attention so that we can all enjoy it.

A special note to my fellow bus operators. You should be especially interested in this organization. It is about what you do. A good rule of thumb in the bus business is to know what the other guy is doing. He is your competition and perhaps he has some ideas that could help your operation. I would like to see more operators involved, even become members. It is basic to know your business.

Until next month -- Loren Joplin

SACRAMENTO TRANSIT AUTHORITY (STA)/SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: The STA Board has awarded a contract for twenty two 40 foot, 8V-71 powered coaches to the Flxible Company for its model 111-CC-D06-1. Flxible bid $44,022 per unit while General Motors bid $46,92? each. The coaches, to be numbered 4900-4921, will have 49 forward facing seats. Line 2-RIVERSIDE BOULEAVRD was extended November 5th to operate via Riverside Boulevard, Seamas Avenue, Lonsdale Dr., 35th Avenue and Gloria Drive. The reason for the change is construction of Interstate Highway 5 along the Sacramento River which will permanently change Riverside Blvd. south of Seamas. I-5 will be fitted with signalized bus-only ramps at Sutterville Road, Seamas Avenue and 43rd Avenue. Completion is scheduled for late 1973, but there are no immediate plans for freeway express lines to use the ramps. Line 4-T STREET-TAHOE PARK has been merged with Line 8-MEDICAL CENTER to operate Saturdays the same as on Sunday. The route will be the regular Line 8 route to the Medical Center, thence via Stockton Blvd., 39th Street, T Street and regular Line 4 route to Tahoe Park. Two buses are used to provide 40 minutely service. Because of the change Saturday service on Line 4 from 3rd and J Streets to 39th and T Streets will be discontinued. For the first time in 25 years new Sunday service appeared in Sacramento with Line 2--RIVERSIDE BOULEAVRD-LAND PARK DRIVE operating the same as Saturday - from 8:18 AM to 6:05 PM. This new service will operate as far as 13th Street and South Land Park Drive. Because of this new service the present "2" end of the weekend "2/4/8" route will be discontinued with service on the new "4/8" ending at Muir Way and 4th Avenue. Line 8-MEDICAL CENTER has been extended from its former route at 5th Street and Vallejo Way south on 5th to 4th Avenue, Muir Way, then the regular route to serve a new senior citizens housing complex. All these changes became effective on January 7th. The takeover of STA by RT is now scheduled for April 1st. Last November 22nd RT filed with D.O.T. an application for a five year $10,089,124 program to buy 154 35 foot and 40 foot buses, 35 waiting stations, 250 shelters, equip the entire fleet with two way radios, retro-fit all buses with LSN injectors and buy STA for $3,000,000. RT directors have approved the District's logo and paint scheme. The paint scheme is patterned after GOLDEN GATE TRANSIT's all white body with belt rail stripes, the stripes being blue and gold, California's state colors. A test bus (possibly one of the non AC TDH 4517s (131-140) will be painted as soon as the new paint shop is completed. Under a new Public Service vs Commercial Ad policy (for external ad racks) a minimum of 30 per cent of all ads will be of a public service nature with the remaining space for commercial ads. Transit advertising had a great impact on the new paint scheme. In fact, it was approved shortly after the new paint scheme since the paint scheme would determine the ad rack sizes.

TOWN TOUR FUN BUS COMPANY (TTFB)

ANAHEIM: TTFB extended its KNOTTS BERRY FARM route to serve California Alligator Farm, Movie World, Japanese Village and Movieland Wax Museum last November 21st. Starting at Disneyland Hotel Line 4-ATTRACTION CONNECTOR travels via West St., Katella Ave., Harbor Blvd., Freedman Way (serving Grand Hotel), Harbor Blvd., Ball Road, Beach Blvd. into Knotts, thence via Grand Ave., Crescent Ave., Beach Blvd., La Palma Ave., Knott Ave., Orangethorpe Ave. (serving Movie World), Knott Ave., Artesia Blvd., Manchester Ave., Beach Blvd. to Knotts leaving via Grand Ave., Crescent Ave., Beach Blvd., Ball Road and West Street to Disneyland Hotel. An additional 50 cents is charged for service to points beyond Knotts and a $3.00 (adult)/$2.00 (child) "All Day Pass" allowing unlimited re-ride privileges on day of purchase was instituted. A 45 minute headway is operated between 8:45 AM and 7:15 PM daily except Christmas Day.

CALIFORNIA Continued

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Last August 6th GGT revised a number of its routes. Midday service was begun on Line 1-MILL VALLEY-SAN RAFAEL-NOVATO which was cut back from San Marin to downtown Novato and Line 3-SAUSALITO-SAN RAFAEL-SAN MARIN discontinued. Line 10- SAN FRANCISCO-MARIN CITY-MILL VALLEY-TIBURON now operates daily instead of weekends only and midday service was started on Line 7-MILL VALLEY-TAM VALLEY-SAUSALITO FERRY. Upon receiving 28 more buses (WT 1/73) GGT returned 480-499 (TDM 5303s) to GREYHOUND LINES-WEST. The buses had been leased for one year.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Sunday service was established last November 12th on Lines 6-NORTH PARK-MISSION VALLEY-POINT LOMA and H-LINDA VISTA SERRA-MESA. Previously only six-day-a-week service was provided. SDTC has applied to the Comprehensive Planning Organization for a $5.3 million grant in gasoline sales tax funds for a major expansion of its routes throughout the county. $2.6 million is to be used for operational improvements $1.7 million for demonstration projects and $1 million to purchase 25 standard size buses and 33 small electric buses for shuttle routes. Expansion plans include:

1) A line between San Diego and Carlsbad via Interstate 5 and Del Mar and connecting with OCEANSIDE TRANSPORTATION SYSTEM routes.
2) A line between San Diego and Escondido via Highway 395.
3) Service to El Cajon Valley Hospital and Parkway Plaza in El Cajon.
4) In La Mesa a route serving Grossmont Center, Kaiser Hospital, Fletcher Hills.
5) In National City a new route serving both sides of the I-5 industrial area.
6) Takeover of CHULA VISTA CITY LINES to eliminate duplicate fares for patrons.
7) An increase from 5 to 19 trips serving Imperial Beach.
8) Extension of Line 9-CORONADO to serve Coronado Cays with connections to Imperial Beach.
9) Shuttle route between Poway and Highway 395 connecting with Line G-RANCHO BERNARDO.
10) In San Diego increased service frequency and extensions of certain routes.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART's OAKLAND RICHMOND line was opened on January 29th at 11:00 AM after special ceremonies at several of the line's stations-Richmond, El Cerrito Del Norte, El Cerrito, North Berkeley, Berkeley and Ashby. Trains are schedules every ten minutes between 6:00 AM and 8:00 PM weekdays only. BART has not yet determined when night and weekend service will begin. Fares range from 30 cents to $1.10 for the Richmond to Fremont trip. The CONCORD line is scheduled to open in May and the SAN FRANCISCO line next September. BART will soon apply for grants to purchase 32 new buses to provide express service between BART stations and Livermore, Pleasanton, Pittsburg, Antioch and Martinez. It is planned to have the buses specially equipped for use by elderly and handicapped persons.

REMEMBER: WTS Bus Garage excursion Saturday February 24th, also a SAN FRANCISCO MUNICIPAL RAILWAY trip April 21st using Flyer Trolley Coach 5001.

CALIFORNIA Continued

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Personalized door to door bus transportation came to Orange County on February 1st as OCTD inaugurated Line 110-LA HABRA DIAL-A-RIDE utilizing six 17 seat Flxettes six days a week between 7:00 AM and 7:00 PM. The program is being operated and analyzed by Dave Systems, Inc. and Lex Systems, Inc. The system works like this: To order a bus a prospective patron telephones the Dial-A-Ride control center and advises where he wishes to be picked up, his destination, the number of people in his party making the trip, his phone number and his last name. It will normally take about 20 minutes for the bus to arrive after the call. A passenger can even be picked up at the same time every day with one call. Five of the buses will operate at any one time covering different areas of La Habra. Regular one way fare is 50 cents with ten ride ticket books offered at $3.50. Children under 12 ride free if accompanied by a paying passenger. Transfers to other OCTD services will be free with transfers to Dial-A-Ride from other OCTD routes costing an additional quarter. The Flxettes are painted in the standard OCTD white and orange but display three insignia - OCTD, City of La Habra and Dial-A-Ride featuring a drawing of a telephone dial with the Dial-A-Ride number (694-3723). They have 17 red leatherette seats, a parcel rack behind the operator's seat, off white interiors and the operator's area is champagne gold. The buses are one door, propane powered, air conditioned, radio equipped with Motorola units and each bus has a spotlight mounted on the roof which will be used to light passenger's walkways at night. OCTD has adopted a pattern to number all of its routes. The inter-community routes (between cities) will be numbered 1-99 with the north/south lines ending in odd numbers and the low numbers in the west county getting higher as you go east. The east/west routes will end in even numbers with the low numbers in the north increasing coming south. The intra-community routes (within cities) will be in the 100s under the following system:

Service Area	Route Numbers
North Central	110s
West Central	120s and 130s
Central	140s and 150s
North Beaches	160s
South Central	170s
Saddleback Valley	180s
South Beaches	190s

Within these areas north/south routes will use odd numbers, low numbers in the west and east/west routes will have even numbers, low numbers to the north. We erred in reporting delivery of coach 204 last month. At January press time it was not known that the bus was involved in an accident in Missouri and was returned to the factory for replacement of the entire frontal assembly and other work. The coach is due to arrive shortly. Hearings will be held February 26th for the District's UMTA capital grant application (WT 11/72). The U. C. IRVINE-HUNTINGTON BEACH route (WT 9/72) will be extended to Five Points Shopping Center when it begins in April. Buses will operate along Adams Avenue, Delaware Street, Hartford Avenue, Lake Street, Third Street, Walnut Street, Main Street, 17th Street and Delaware Street to the Five Points area at Main Street and Beach Boulevard.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: On Jan 7th buses on the LOS ANGELES INTERNATIONAL AIRPORT-LONG BEACH route began serving the Queen Mary and discontinued serving the Greyhound Depot. The Breakers Hotel continues as the main terminal.

CALIFORNIA Continued

CITY OF SIMI VALLEY

SIMI VALLEY: The city will soon file applications for financial assistance to set up a city run bus service. The plan calls for three 41 passenger buses traveling over a 17 mile loop between 9:00 AM and 6:00 PM six days a week with a quarter fare. At this time the only local transit service is CONSOLIDATED STREET RAILWAYS Line 3-SIMI VALLEY-LOS ANGELES which provides two commute hour round trips Monday to Friday. Although CSR has local rights within Simi and a local fare (30 cents), present schedules do not offer truly local service.

GREYHOUND LINES-WEST (GL-W)

SAN FRANCISCO: GL-W has filed an application with the Public Utilities Commission for a 6 per cent increase in passenger fares with a minimum 55 cent fare. The increase is needed to meet a 3.3% salary increase for contract employees and a Cost Of Living increase beginning March 1st. Coach 7929 (PD 4107) which is being used on the LONG BEACH-SANTA MONICA line has been equipped with a Duncan farebox. Coaches 9638-9656 and 9658 (TDM 5303s) have been returned by GOLDEN GATE TRANSIT and are being repainted in the new red, white and blue striped paint scheme and some are being assigned to the SAN DIEGO-SAN YSIDRO line replacing 9700-9709 (TDH 5301s) which have been sent north with, at least, some intended for GRAY LINE OF SAN FRANCISCO use. Coach 2964 (MC5A) has become the first intercity coach to be repainted in the new paint scheme. GL-W has also filed to abandon the summer only SAN FRANCISCO-HALF MOON BAY-SANTA CRUZ VIA HIGHWAY 1 route and the SAN FRANCISCO-SKYLINE BLVD.-BOULDER CREEK-SANTA CRUZ route. Three daily round trips operate south from Boulder Creek to Santa Cruz, but this service deviates via Mount Hermon and Scotts Valley and these will not be affected. In Texas new MC7s (2097, 2098, 2099) have been assigned to the HOUSTON-SAN ANTONIO V.I.P. route. This is the third set of buses assigned to this run. First were 1143-1144 (PD 4501s) followed by 1500-1501 (MC7s). Under the 4501s this service was called "XL", but changed to "VIP" with arrival of the MCIs.

OXNARD MUNICIPAL TRANSIT LINES (OMTL)

OXNARD: DOT has awarded a $105,200 capital grant to the City of Oxnard toward the purchase of two 40-45 seat air conditioned buses and two 31-35 seat buses and four electric fare boxes. Upon arrival of the new buses some older buses will be retired and a new route to the southwest side will be instituted.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: WTS Member Robert A. Burrowes, a 35 year veteran of the transportation field, has been appointed the city's new Director of Transportation. Mr. Burrowes, presently the owner of Leisure Time Tours, a group tour service for senior citizens, has been associated with a number of firms throughout his career including U. S. Navy Bus Operation at Mare Island, Sequoia Stages, Yosemite Gray Line and Lincoln Bus Line in Stockton. He has also prepared transit studies for the cities of Santa Rosa and Salinas and been a consultant to several agencies including the STOCKTON METROPOLITAN TRANSIT DISTRICT.

CALIFORNIA Continued

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Contracts were awarded September 19th for 219 new buses for delivery this year. Bids had been invited for three different sizes and types as follows:

100 40' long, 102" wide, 47 seat with special seats and lighting for Busway operation
77 40' long, 102" wide, 51 seat
42 35' long, 96" wide, 45 seat

Specifications called for the buses to meet 1975 California Emission Standards, but neither bidder, Flxible or GMC, submitted quotations for the basic bus, bidding instead on an alternate which would meet the 1973 California Standards. The builders failed to get assurance from any engine manufacturer that present production models would meet the 1975 standards. However, both firms indicated the buses offered (using an improved version of GM's 8V-71 engine) would more than meet the 1973 standards. All buses will be air conditioned. Only GMC bid on the 100 Busway buses. It is believed Flxible did not bid on this item as SCRTD rejected their protest regarding specification requirements. GM's bid showed a base price of $41,000 per bus. Sales tax and delivery cost bring the total unit cost to $44,046.02, or a total of $4,404,602 for the 100 buses. Both Flxible and GMC bid on the standard 51 seat buses. Comparative figures per bus:

	Flxible	GMC
Bus	$38,205.14	$38,700.00
Sales tax	1,910.26	1,935.00
Estimated delivery	961.42	996.02
Total per bus	$41,076.82	$41,631.02

This portion of the order was awarded to Flxible due to the difference of about $550 a bus in the total cost. The total for the 77 buses is $3,162,915.14. Only Flxible bid on the 45 seaters. GMC declined to bid because SCRTD's performance standards required an 8 cylinder engine in a 35 foot bus. Their standard models do not include such a bus (a T8H 4523A) and it was felt the small number of buses in the order could not justify the necessary engineering costs. GM protested the District's size and performance standards and the RTD staff had considered a change in order to make the bidding more competitive, but it was concluded such buses would be needed for use in areas with narrow streets and difficult turns. Flxible's bid for the buses was $39,279.14 per bus plus sales tax and delivery for an estimated total of $42,204.52 per bus or for all 42 $1,772,589.84. The 45 seaters will cost $1,000 each more than the larger buses, but are lower than recent Flxible and GMC bids for similar units for Portland and Kansas City. GMC has yet to underbid Flxible on an LAMTA or SCRTD bus order. The only contracts awarded to GMC since the introduction of Flxible's "New Look" models were in cases where Flxible could not meet delivery deadlines and/or did not bid. In addition to the 219 buses this purchase includes a variety of spare parts with which to establish a circulating pool for maintenance purposes. Where units are interchangeable between Flxibles and GMs, each item will be obtained from whichever bidder quoted the lower price for that item. For example, spare engines will be supplied by GMC, but spare (GM) transmissions by Flxible. Total cost of spare parts will be $39,135.79 from GMC and $43,068.71 from Flxible. The grand total cost of the 219 buses and the spare parts will be $9,422,311.48. Two thirds of this will be covered by UMTA grants. Seven of the small buses come under a separate grant as they are for operation over former EASTERN CITIES TRANSIT lines.

CALIFORNIA -- SCRTD (CONTINUED)

Bids were authorized November 21st for the sale of 20 surplus buses at no minimum bid. Included were the remaining 17 TDH 4801s of a group previously for sale for some time, but at a minimum price of $3,000 each and three ex PVMTS buses, 59 (TDH 4801) and 70 and 72 (TDH 4507s). On December 5th 6509, 6512, 6525, 6536, 6539, 6546, 6548, 6568, 6571 and 6572 were sold to NORTHWEST LINES for lease to the MUNICIPALITY OF METROPOLITAN SEATTLE, the new combined operation of SEATTLE TRANSIT SYSTEM and METROPOLITAN TRANSIT CORP. The sale was arranged by AMERICAN INTERNATIONAL BUS EXCHANGE.

A new service, Line 119-SUNLAND-LAKEVIEW TERRACE, was established December 4th running between Sunland and Pacoima on a six month trial basis. The service is a convenience for Sunland-Tujunga residents who travel to government offices in Van Nuys. Line 119 operates from Eldridge Ave. and Terra Bella St. (looping via Fenton Ave., Glamis St., Eldridge and Terra Bella) via Terra Bella Street, Foothill Blvd., Wentworth Place, Wentworth Street and Foothill Boulevard to Foothill and Sunland Boulevards (looping via Foothill, Sherman Grove Avenue and Fenwick Street). One 4000 from Division 10 operates generally hourly between 6:45 AM and 6:45 PM weekdays only. A 30 cent fare is good over the entire line with transfer privileges to all lines.

Regular service on the first portion of the San Bernardino Freeway Express Busway was inaugurated January 29th. Westbound operation via the Busway began with the start of service that morning, but eastbound trips continued to use the former Freeway route until 3:00 PM to allow for construction work along the Busway. Coach 6025, Line 53, BR 20 was the first coach in revenue service on the Busway with WTS Member Mike McDonald aboard. Coach 7139, a special bus carrying PTD officials and others, was actually the first bus on the Busway. WTS Member Tom Helliwell was on this bus. Initial service is confined to Line 60 and the rush hour Limited service of Line 53 which operated via the San Bernardino Freeway between Los Angeles and El Monte. The buses operate via the completed portion of the Busway between the Long Beach Freeway and Santa Anita Avenue, then via Santa Anita and Ramona Boulevard. Line 60 trips that by-pass El Monte Station operate via Busway, Santa Anita Avenue and San Bernardino Freeway. Expanded service must await opening of the new station and park/ride lot adjacent to Division 9 at the east end of the Busway scheduled this spring. The remaining portion of the Busway, west of the Long Beach Freeway, is scheduled for completion in spring 1974. No schedule changes were made on Lines 53 and 60 when the Busway opened, but new scheduled were issued February 18th reflecting decreased running times averaging 7 minutes in the peak hours. During the intervening weeks eastbound buses were required to make lengthy stops at El Monte awaiting their scheduled departure times. A 35 MPH speed restriction was imposed shortly after the Busway opened, reportedly due to continued construction work, but was lifted by mid month.

Authorization was given December 5th to scrap buses 2939 and 6513 (TDH 4801s), both of which had been in accidents. Usable parts are to be salvaged for spares. Both of the buses were among groups offered for sale in 1971, but went unsold.

Five more 6500s (6575, 6576, 6585, 6588, 6590) were returned to service in January and assigned to Divisions 4/5. This makes twenty 6500s in use now.

The former Pasadena Car House has been sold to the Community Redevelopement Agency for $225,000. This structure housed the former Division 18 until the building was damaged in the 1971 earthquake.

NEVADA

NEVADA TRANSIT COMPANY (NTC)

RENO: In response to our NTC story (WT 10/72) Jack Perry of Sunnyvale has supplied WT with additional details concerning NTC equipment:

Number	Make	Model/Serial	Seats	Year	Notes
9	White	782.1/304985	32	1946	Correction on year
10	White	782.1/	32	1946	One door unit (like 9)
12	GMC	TGH 3501/019	37	1964	One door job
14	GMC	TGH 3102/230	33	1953	1 door, ex RENO BUS LNS
19	GMC	TDH 4517/1361	45	1961	Ex LBPTCo 4511

9 and 10 were "sister ships" and held down base service on the only line operated by NTC at the time (RENO-SPARKS) until replaced by the 3501s. 10 was replaced by 14 in about 1965 at which time the RENO-NORTH SPARKS line was started and 9 was replaced by 15 in 1969. Both 12 and 14 were stored out of service on the property in March 1971 and have since been disposed of. 16 was acquired from LBPTCo in 1970 for the Line 4-SOUTHEAST RENO line, 17 and 18 in early 1971 to replace 12 and 14 and 19, 20 and 21 in 1972 for new lines 5, 6, 7 and 8.

TEXAS

EL PASO CITY LINES (EPCL)

EL PASO: Line 1-EL PASO-JUAREZ (The International Carline) resumed operation on Wednesday October 18th after a 14 month absence. During this period cars 1500, 1503, 1504, 1505, 1508, 1509, 1510, 1512, 1513, 1516 and 1517 were repainted into a new scheme of white over metallic green with a yellow belt rail and red trim. The City of El Paso has begun a transit survey "with an eye toward city takeover of public transportation". EPCL will receive this month ten used 53 seat air conditioned buses and twenty new buses are due in April. They will be 5307As with EIP, but it is unknown whether they will sport 6 or 8 cylinder engines. With all 39 of the 39/4000s (4517s) in service (this group is presently having the motors all overhauled bus by bus) there will be 69 New Look coaches on the property. Usually about 82 buses are licensed and that does not include planned EPCL service expansion so at least a dozen older buses (TDH 5103s and TDH 5105s) will remain. Based on recent observations the following appears to be the active fleet: 31 buses of 3964-3983, 3985-4003 (TDH 4517s) the rest having engine work, 4094-4097, 4102, 4106-4108, 4110, 4128 (TDH 5105s) and 4165-4166, 4168-4170, 4172-4176, 4178, 4180-4182 and 4185-4187 (TDH 5103s).

HAWAII

MASS TRANSIT LINES, LTD. (MTL)

HONOLULU: The city recently tested an air conditioned Twin Coach TC 31 demonstrator on three of its hill climber routes: MAKIKI-PACIFIC HEIGHTS, ST. LOUIS-KAHALA-MAUNALANI HEIGHTS and KALIHI-ALEWA HEIGHTS as they intend to purchase several small coaches to replace the cut down TD 4505s presently in use. During the testing the coach broke down and as this was the only Twin in the Islands replacements for the dry plate for the transmission turbine and seals had to be flown over to Hawaii.

EQUIPMENT REPORT

Below is a list of passenger equipment either acquired or disposed of by Western operators since our last report. Neither completeness not currency is implied.

Name Of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW EQUIPMENT				
Orange County Transit	401-406	Flxible	572-KE-F73-1/FX 423-FX 428	17 seat, AC Propane power
Greyhound Lines-West	7400-7409	MCI	MC7/-	
USED EQUIPMENT				
Four Winds Transportation	431-432*	GMC	PD4501/189,112	Ex GLW 8177,1309
	451-452	GMC	PD4104/3177,3166	Ex 8605,8594
Gray Line of Los Angeles	508-514	GMC	PD4106/1031,1432, 989,1011,1423,1412,1422	Ex GLW 7801,7830 7759,7781,7841, 7830,7840
South Coast Transit Corp.	1743	GMC	PD4107/1038	Ex Ky Bus Lns
Pink Bus Line	unnumb	GMC	TD4507/136	Ex RTD II 6961
Associated Charter Bus	6040-6043	GMC	TDH4517/906-909	Ex SMMBL 4555-4558
Consolidated Street Rwys	2801	GMC	TDH5103/303	Ex CCBS 2108
Great Western Stg Lns	300	GMC	SDM5302/300	Ex GL-Phila 507
Gray Line of San Francisco	1703,1708, 1711,1718	GMC	SDM5302/1053,1058 1061,1068	Ex Fla Parlor Cars
Mark IV Charter Lines	405-410	B&C	01SE/6373,-,6427, -,6401,6269	Ex CBS 11721,-, CBS 11722,-, CDL 12735, CBS 11718
	441-445	GMC	TDH4801/063,054, 056,053,064	Ex RTD 2962,2953, 2955,2952,2963
DISPOSITIONS				
San Clemente Stg Lns	B 46	Flx/Twin	FL-2P-40/50334	To Mobile home in Anaheim

*-432 since sold to Douglas Charter Lines and numbered 4308

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WTS Excursions-February 24th-Bus Garage Tour-9:00 AM from 7th and Los Angeles Streets on CONSOLIDATED STREET RAILWAYS charter bus

-April 21st-Flyer Trolley Coach Tour-San Francisco Municipal Railway-10:00 AM-4:00 PM from Potrero Division