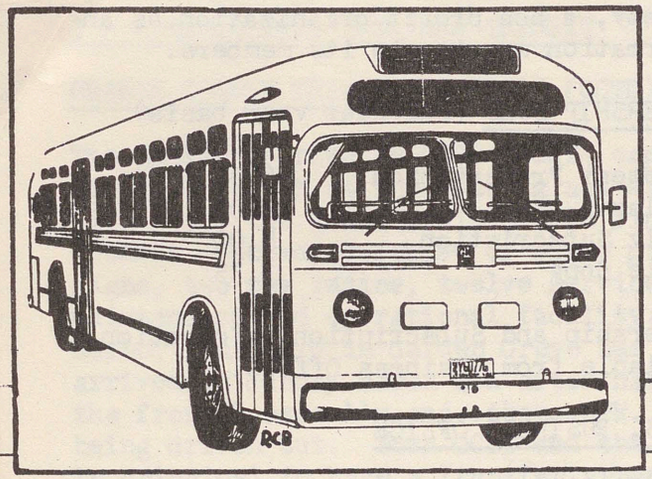


Western Transit

Monthly Publication of The Western Transit Society

Vol. 11 No. 3 March 1973

DENVER METRO TRANSIT (DMT)

DENVER: DMT has begun a $24 a month reserved seat bus service between Littleton and downtown Denver. The bus leaves Littleton's Fire Station No. 1 at 7:00 AM arriving Denver 7:45 AM. Returning the bus leaves East Colfax Avenue and Lincoln at 5:10 PM. This service operates Monday through Friday and a large parking lot is provided at the Littleton Fire Station for patron's cars.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL has received its ten used buses (WT 2/73) on February 10th which are TDH 5303s from DALLAS TRANSIT SYSTEM. They will be numbered 4204-4212, 4214 there being no 4213 in NCL tradition. A new paint scheme has appeared on 3993 (TDH 4517) and on the new coaches consisting of a white roof, blue around the windows and blue wheels, a red belt rail and red below the front windows. To update the information on the active fleet the following coaches are in service: 3964-3983, 3985-4003 (TDH 4517s), 4204-4212, 4214 (TDH 5303s), 4094-4096, 4107, 4108, 4110, 4133 (TDH 5105s) and 4165-4166, 4168-4170, 4172-4174, 4176, 4178, 4182 and 4185-4186 (TDH 5103s). A number of coaches are now in storage including 4092, 4097, 4102, 4104, 4106 and 4128 (TDH 5105s) and 4171, 4175, 4180, 4181, 4187 and 4188 (TDH 5103s). Several coaches have been either sold or scrapped this year and last including in 1972 3058 (TDH 4509), 3821 and 3828 (TDH 3714s), 4111 (TDH 5105), 4164, 4177, 4179, 4183 and 4184 (TDH 5103s). This year nineteen coaches have been scrapped including 4087-4091, 4093, 4098-4101, 4103, 4105, 4109, 4127, 4129-4132 (TDH 5105s) and one TDH 5103 4167.

MUNICIPALITY OF METROPOLITAN SEATTLE dba METRO

SEATTLE: METRO has applied for Interstate Commerce Commission temporary authority for regular route operations between Seattle and Auburn, Seattle and Everett, Seattle and Redmond, Seattle and Tacoma, Seattle and Des Moines, Seattle and Renton and Seattle and Richmond Beach. METRO took over both SEATTLE TRANSIT SYSTEM and METROPOLITAN TRANSIT CORPORATION on January 1st and these were MTC routes. Washington Utilities and Transportation Commission approval has already been secured. METRO will interline at Seattle with GREYHOUND LINES-WEST.

MEETING DATES

Next meeting: Sunday, April 8 - 730 PM

Future meeting: Sunday, May 13 - 730 PM

Location: 936 South Genessee Avenue
Los Angeles, California

Three blocks east of Fairfax,
¼ block north of Olympic Blvd.

Transportation: RTD Lines 4 and 89

* *

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WESTERN TRANSIT

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* *

IMPORTANT

Be sure to forward your new address if you move - 3rd Class mail is not forwarded and you could miss issues of WT.

CLUB NEWS

Eighteen WTS Members and guests enjoyed a memorable "Saturday To San Diego" on January 24th aboard CONSOLIDATED STREET RAILWAYS coach 3001 stopping at ORANGE COUNTY TRANSIT DISTRICT, TRANSWEST TRANSPORTATION, INC., COMMUNITY CHARTER BUS SYSTEM, OCEANSIDE TRANSPORTATION SYSTEM, AZTEC BUS LINES and SAN DIEGO TRANSIT CORP. Special thanks are in order for WTS General Manager Loren Joplin who provided the bus, WTS Members Todd Terpening who made all the advance contacts with the bus companies, Bob Burrowes who prepared the excursion Flyer and mailed it out to all prospective riders and to Ralph Cantos and Mike Campbell who each drove a portion of the excursion and to Jim Beeler who came out all the way from Chicago for the trip.

WTS also appreciates the time Robert Wilson of La Habra Dial-A-Ride spent with the group explaining the details of that system and then transporting the group in Coach 406 to see practical application of Dial-A-Ride and to Rick Simning of COMMUNITY who gave the group a tour of CCHS' Santa Ana headquarters.

A wonderful time was had by all and we are looking forward to similar excursions.

3 * * March 19
ORANGE

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

The public hearing on OCTD's UMTA capital grant application were held February 26th. Four people appeared at the hearing and all of them endorsed the application. Over the next five years the grant would aid in financing purchase of 162 new 36 passenger air conditioned transit coaches, purchase of spare parts, registering lock type fare boxes, 4500 bus stop signs, two way radios, twelve service vehicles and purchase of land and construction of a maintenance and operational facility. An approximate 15 acre site near Cardinal Circle and Harbor Boulevard in Garden Grove has been selected as the site of such facility. Coach 204 arrived on Sunday March 4th after having been returned to the factory for replacement of the frontal assembly and other work. The bus was involved in an accident while it was being driven out. Both OCTD and the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT have agreed in principal to have a transfer arrangement between them. The details of the agreement have yet to be worked out. OCTD Directors have voted 3-2 to purchase fifteen additional buses from The Flxible Company which would arrive about the beginning of this summer and be used to inaugurate service on four additional routes: On KATELLA AVENUE between Orange and Los Alamitos, WESTMINISTER AVENUE between Tustin and Seal Beach Leisure World, BEACH BOULEVARD from La Habra to Huntington Beach and STATE COLLEGE BOULEVARD from La Habra to the Beach area. Comparing the last quarter of 1972 with the same period in 1971 there has been an 89 per cent increase in patronage on OCTD routes and District officials credit inauguration of the "Two Bit" fare last August 1st as the major factor for the tremendous increase. OCTD was the first California property to establish the 25 cent systemwide fare and has since been followed by SAN DIEGO TRANSIT CORP., SANTA CLARA COUNTY TRANSIT DISTRICT GREATER BAKERSFIELD METROPOLITAN TRANSIT DISTRICT and on April 1st the SACRAMENTO REGIONAL TRANSIT DISTRICT. After one month of operation Line 110-LA HABRA DIAL-A-RIDE is carrying about 275 daily passengers or about half the number the system can efficiently handle and this includes about 45 people who are picked up at the same time every day.

GREYHOUND LINES-WEST (GL-W)

SAN FRANCISCO: Hearings on GL-W's application for a six per cent increase in California passenger fares (WT 2/73) are scheduled to begin on April 2nd. Additional PD 4107s, 7918, 7945, 7951 and 7989, now sport Duncan fareboxes and along with newly repainted 9654, a TDM 5303, are being used on the LONG BEACH-SANTA MONICA line.

PACIFIC SCENIC LINES (PSL)

CULVER CITY: PSL is operating the contract bus service between UCLA and the Married Students Housing Area over the following route: From UCLA (McGowan Circle) via Circle East, McDickinson, Circle East, Westwood Boulevard, National Boulevard, Sepulveda Boulevard, Sepulveda Court, an alley paralleling the San Diego Freeway, Sepulveda Boulevard, Palms Boulevard, Sawtelle Boulevard, an alley paralleling the San Diego Freeway, Sawtelle Boulevard, National Boulevard, Westwood Boulevard and Circle East to McGowan Circle. Generally an hourly headway is operated between 8:05 AM and 6:15 PM. Coach 2109, a TDH 5103, is presently assigned to the route which is for the exclusive use of students who live in the housing area and purchase their bus tickets in advance.

NOTICE: WTS SAN FRANCISCO MUNICIPAL RAILWAY trolley coach excursion April 21st.

FORWARD US YOUR NEW ADDRESS WHEN YOU MOVE -- THIRD CLASS MAIL IS NOT FORWARDED AND YOU COULD MISS VALUABLE ISSUES OF WESTERN TRANSIT.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: Several SBMTD changes became effective February 1. Prior to that time (at some undetermined date) the inbound 6-UCSB EXPRESS trip was dropped replaced by a regular trip which goes off-route between Storke and Fairview to pick up a number of persons who work at the Sunkist Lemon plant on La Patera Lane. The route is Hollister, Robin Hill Road, Lindmar Drive, La Patera, Hollister. There is no morning trip and the morning EXPRESS trip remains unchanged. February 1 service was extended on most routes to give riders later departures from downtown. Under the new schedules one extra trip is made on weeknights Monday through Friday.

Route	Former Last Trip	Beginning February 1st	
1-SAN ANDRES	610 PM	710 PM	
1-PUNTA GORDA	640 PM	740 PM	
2-OLD MISSION	515 PM	515 PM	(no change)
3-OAK PARK-SAN ROQUE	640 PM	740 PM	
5-MESA-CITY COLLEGE	540 PM	615 PM	715 PM (two trips)
6-GOLETA-UCSB	545 PM	615 PM	
7-MONTECITO-SUMMERLAND	450 PM	510 PM	

The last trip on Line 7 was moved back twenty minutes and the two extra Line 5 trips go only as far as Cliff Drive and Meigs Road

CHULA VISTA CITY LINES (CVCL)

CHULA VISTA: CVCL Line B-BRENTWOOD-HALECREST-SOUTHWESTERN COLLEGE has been rerouted and rescheduled. Beginning at Palomar and Broadway buses travel via Palomar, Brentwood, L Street, Broadway, Fredericka, Date Street, 3rd Avenue Extension, 3rd Avenue, J Street, Halecrest, Telegraph Canyon Road, Rutgers, Gotham and Otay Lakes Road to Telegraph Canyon. AM rush hour service (going off route to serve Rohr) is hourly with 90 minutely midday schedules, the last trip leaving the college at 5:15 PM. Recent passenger counts show CVCL handled 16 per cent more riders last year over 1971. The City of Chula Vista supports the system with an annual $61,000 grant.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: LBPTCo has ordered three Electrobuses (WT 1/73) which are intended for use on a new downtown loop type route.

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: Line 7-VICTORIA STREET was revised on December 6th to operate in a one way loop on the outer end. Beginning at 4th and E Streets the line travels 4th, D St, 5th St., Waterman Avenue, 6th St., Lankershim, 5th St., Victoria St., 9th St., Waterman, 5th, F Street and 4th St. to E St. On January 22nd Line 1-PARKDALE & BROADMOOR-COLTON was extended further south in Colton adding one bus to the line and a new line, 13-WEST COLTON was begun. Starting at 4th and E Streets the line travels via Rialto, Rancho and Pennsylvania Avenues although (at this time) the exact route is not known. Half hourly service beginning at 6:55 AM operates Monday-Saturday. All routes have been revised to load on 4th facing east at E Street and a covered boarding area with 14 benches and a glass enclosed schedule board and a clock have been installed at this location.

5 * * March 1973 WESTERN TRANSIT

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT Directors have approved extension of Line 12-WEST 14TH STREET-OAKLAND ARMY TERMINAL and 83-EAST 14TH STREET LOCAL-WEST OAKLAND two miles into Oakland Naval Supply Center during weekday commute hours and have agreed to continue Line 95-YELLY STREET as a regular route. When the BART RICHMOND line opened January 29th (WT 2/73) a number of ACT routes were revised to serve the line's six stations:

Lines H, HX-BERKELEY-SAN FRANCISCO: Will serve BART/North Berkeley. Local riders handled to Virginia and Sacramento southbound and from Sacramento and Julia to BART/North Berkeley northbound.

Line 31-RICHMOND-OAKLAND EXPRESS: Slight reduction in number of trips.
Line 33-RICHMOND-BERKELEY-OAKLAND EXPRESS: Discontinued and 33A-ALAMEDA-OAKLAND renamed 33 and will now serve BART/Lake Merritt.

Line 7-ARLINGTON-KENSINGTON: Rerouted to serve BART/Berkeley.

Line 14-BROOKDALE-EMERYVILLE: Extended to BART/MacArthur, but peak hour extension to Emeryville industrial area replaced by Line 17.

Line 15-GROVE STREET-MAC ARTHUR BOULEVARD: Serves BART/Berkeley and new terminal at UC Berkeley campus.

Line 17-ALCATRAZ-CHABOT ROAD: Extended to BART/Ashby and during commute hours via Alcatraz, 65th Street and Hollis to Emeryville industrial area.

Lines 40, 43, 43A-BERKELEY-OAKLAND-EAST OAKLAND: Serves BART/Berkeley.

Line 51-ALAMEDA-OAKLAND-BERKELEY: Rerouted via Sacramento St to BART/North Berkeley and extended to BART/El Cerrito Plaza. Expanded midday service on San Pablo in place of 51C.

Line 57-MAC ARTHUR BOULEVARD: Extended via San Pablo to Ashby serving BART/MacArthur.

Line 65-DWIGHT WAY-ASHBY AVENUE: Rerouted to BART/Ashby, extended to BART/No. Berkeley.

Line 67-SPRUCE ST-COLUSA AVE: Rerouted to BART/Berkeley and BART/El Cerrito Plaza.

Line 68-RICHMOND-EL CERRITO: Rerouted to BART/Richmond, Del Norte and El Cerrito Plaza.

Line 69-RICHMOND-EL SOBRANTE: Revised to serve BART/Richmond.

Line 70-LE ROY HEIGHTS-SAN PABLO: Extended via San Pablo Avenue to BART/Del Norte and El Cerrito Plaza via Terrace Drive and Arlington Boulevard to El Cerrito hill areas.

Line 72-OAKLAND-RICHMOND: Rerouted via BART/Richmond and Del Norte.
Line 72B-RICHMOND EL CERRITO: Weekday commute hour line between 23rd/MacDonald and BART/El Cerrito Plaza. Line 72C-CUTTING extended via Cutting and San Pablo to BART/Del Norte.

Line 78-CARLSON BLVD.: Rerouted to BART/Richmond and extended to BART/El Cerrito Plaza.
Line 78A-RHEEM AVENUE: All trips to end at Brookside Hospital, no commute service on San Pablo Avenue-replaced by extended Line 70 service.

Line 88-WEST BERKELEY-NORTH OAKLAND: Extended via Sacramento Street to BART/No. Berkeley.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The weekend of January 29th saw several SDTC route extensions and service changes. Line G-RANCHO BERNARDO was rerouted through the RB Industrial Area and had two rush hour trips added between downtown and Mira Mesa allowing two through trips to operate Express as far as Rancho Penasquitos. 400s (T6H 5307As) have been assigned to Line G to handle the increasing business. Line R-LA JOLLA was extended, seven days a week, from Scripps Hospital to UCSD Housing via Miramar Road, Regents Road and Miramar Street. Line S-COLLEGE GROVE-70TH & EL CAJON was extended eastward from its former San Diego State University terminal via College Avenue, Alvarado Road and 70th Street to El Cajon. The former hourly headway was changed to 30 minutely six days a week. Line O-OCEAN BEACH-SAN YSIDRO was extended in Ocean Beach in a one way loop from Devonshire and Guizot via Cordova Street, Carmelo Street and Sunset Cliffs Blvd. On February 26th this extension was cut back to terminate at Cordova and Sunset Cliffs.

CONSOLIDATED STREET RAILWAYS (CSR)

PICO RIVERA: February 27th marked the completion of the first year of CSR Line 3-SIMI VALLEY-LOS ANGELES and on the evening trip that day the regular riders presented CSR President and WTS General Manager Loren B. Joplin with a cake signifying the first anniversary. Earlier in the month the Los Angeles Times Staff Writer Ken Lubas wrote a feature story on CSR and Loren was interviewed by Channel 7 (ABC), both stories concerning the success of the Simi route. Beginning with one schedule and averaging eight daily riders, there are now two round trips and thirty patrons. Normally CSR Coaches 3001 and 3003, both PD 4104s, are assigned to the route.

GREATER BAKERSFIELD METROPOLITAN TRANSIT DISTRICT (GBMTD)

BAKERSFIELD: GBMTD joined the list of properties with a 25 cent system wide fare on March 1st. Previously riders boarding within the city paid 30 cents and in the county 40 cents.

REDWOOD CITY MUNICIPAL TRANSIT SYSTEM (RCMTS)

REDWOOD CITY: Since last August RCMTS has been operating its bus network with 25 seat Gillig Microcoaches on Ford chassis replacing the Minibuses purchased when the system commenced in 1967 replacing PENINSULA TRANSIT LINES. No other details on the buses are presently available.

KERN COUNTY BUS SYSTEM (KCBS)

BAKERSFIELD: This subsidiary of COMMUNITY CHARTER BUS SYSTEM has moved into a new office and garage facility on Flower Street across from the Kern General Hospital. KCBS operates school bus contract service in the Bakersfield area and was formerly housed in a small yard on N Street just southeast of downtown.

TRI CITY BUS AUTHORITY

The cities of Fremont, Newark and Union City are now in the process of setting up this agency to hire a staff to study area transportation needs, develop a bus service and eventually operate the system. Both local service and routes connecting with BART are envisioned. Presently PEERLESS STAGES' OAKLAND-SAN JOSE route provides the only bus service in the Tri City area, AC TRANSIT operating as far south as Fairway Park in Hayward.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 201-CONVENTION CENTER-PARK/RIDE was rerouted beginning February 12th to avoid traffic congestion along Figueroa. Beginning at the Park/Ride Terminal buses travel via Sentous Street, Pico Blvd., Figueroa Street, 4th Street, Flower Street, 11th Street and Sentous Street to the Terminal. In this connection stops were established northbound on Figueroa at, 7th, 6th and 5th and southbound on Flower at 6th, Wilshire and 7th. A discharge only stop was also added on 11th at Georgia. BR 51 (The base run which uses 2502, the Midi Bus) has been revised to begin operating with the first trip of the day at 6:30 AM. Previously this Bus Run did not begin until the 9:00 AM trip.

RTD's contract with the Super Bus Project has been amended to provide for demonstration of the projected high capacity buses on District routes including the El Monte Busway.

The extension of half the service on Line 200-MINI-BUS LOOP to Chinatown in June was followed by extension of all trips with the September Shake Up. It was found this could be done on the existing 5 minute headway without additional equipment.

The terminal loop for Lines 23-GRIFFITH PARK and 95-VERNON & VERMONT in the vicinity of Hollywood Boulevard and Vermont Avenue was revised last October 8th. The new loop is via Hollywood Blvd., Kenmore Ave. (instead of Edgemont St.) and Sunset Blvd. The change was made to avoid traffic hazards at hospital/medical parking lot entrances along Edgemont.

Coach 4221 (111-DD-D5-1) which was painted Eastern Cities blue when involved in an accident (WT 5/72) has been repaired and returned to service, but is now yellow and assigned to Division 8.

A number of 5300s (TDH 5301s) and 5700s (F2D6V-401-1s) that were originally painted yellow and gold about 1966 are going through the paint shop again and for the first time in several years buses are being repainted inside - so far 5353, 5355 and 6099 have been repainted including the seats. Other repainted buses include 2141, 2151 and 2177.

Three power plant and fuel experiments came to an inglorious end in 1972. Natural gas bus 6099 was converted back to diesel power and returned to San Fernando Valley service. One problem was found to limit the practicality of compressed natural gas as a bus fuel for RTD - the inability to carry a full day's fuel supply in the bus. The District, however, is exploring the possible use of liquid natural gas. The Legislature sponsored Steam Bus project expired September 30 and insofar as RTD's role was concerned must be considered a failure. RTD Bus 6200 was converted by Steam Power Systems, San Diego. The original plan called for an extended public demonstration in revenue service. The developement phase took much longer than planned and the program was revised to include only a few days in revenue service followed by a display at the County Fair. The steam bus did get into service on Line 83-WILSHIRE BLVD. in mid September, but failed to complete its first round trip. Soon after it was returned to SPS for further work. The original contract gave SPS the option, at project's end, of buying the bus or restoring it to its original condition. SPS elected to buy ending RTD's steam bus experiment and leaving the District with one less bus. Finally, the use of natural gas as an alternate fuel for the Minibuses was discontinued December 1. The 1100s were burning only gasoline until mid January when they began using natural gas again.

Sunday service on Line 21-CULVER CITY-HOLLYWOOD was inaugurated January 14th between Venice and National and Wilshire and Fairfax using one bus running hourly between 9:30 AM and 5:30 PM.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (Continued)

The Los Angeles City Parks and Recreation Commission has approved plans to establish a pilot Griffith Park transportation system to be operated on 17 Sundays between June 1st and September 30th. Two RTD Minibuses would be leased and would operate around the circumference of the park at a cost of 50 cents per person per day. Under the plan a rider could get on or off the bus at any of ten stops all day long. The route would be about 13 miles long and take one hour to complete.

Another year's operation of the downtown Minibus service is assured after the Los Angeles City Council approved $444,000 in revenue sharing funds. The City's Community Redevelopment Agency and County Board of Supervisors have already approved spending funds for the project. An additional twenty small buses are to be purchased and the present Line 200-MINI-BUS LOOP will become two routes, both operating on four minute headways. The first route would continue to begin at Olvera Street and operate as now to Seventh and Olive Streets, then via 7th Street, Spring Street, 9th Street, Los Angeles Street, Olympic Boulevard, Main Street, 7th Street and present route back to Olvera Street. The second route would operate between Chinatown and Occidental Center via North Broadway, 11th Street, Olive Street, 12th Street, Hill Street and Bernard Street to Broadway. In connection with the expanded service the district is looking into a plan to bus commuters downtown from peripheral parking lots. Under consideration are locations at Dodger Stadium, Hollywood Bowl and the Sepulveda Basin recreational area at the junction of the San Diego and Ventura Freeways. The present plan with Line 201-CONVENTION CENTER-PARK/RIDE and the use of parking spaces at the Center has proven very successful with peak hour headways as close as one minutely.

RTD has announced plans to eliminate certain bus service in San Bernardino County beginning with the System Shake Up effective April 8th as a result of the county's refusal to honor the district's request for $182,000 in gasoline sales tax monies. This amount represents 7 per cent of the county's claim for additional sales tax revenues. The G route of Line 60-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO-REDLANDS will be eliminated beyond Upland (Eleventh Avenue and San Bernardino Road). There would be no service to Cucamonga, Fontana, Rialto, Loma Linda, Redlands and Yucaipa. Service to Ontario, Colton and San Bernardino would still be available via the E and F routes. San Bernardino city and county officials are presently holding hearings to determine how much bus service is needed in the county and what agency could provide it. There is some thought that perhaps only peak hour bus service would be needed to serve most of the present ridership. Operationally the most discussed plan would have the SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM lease some buses to provide service between Fontana and Loma Linda and have YUCAIPA BUS SERVICE operate service between Loma Linda, Redlands and Yucaipa. RTD officials have said that they are still willing to continue service if a solution can be worked with city and county officials. CONTINENTAL TRAILWAYS presently has rights to serve between Redlands and Los Angeles while GREYHOUND LINES-WEST does not have any local rights in the affected area except under a optional honoring agreement whereby GL-W will honor RTD tickets after the last RTD schedule of the evening and before the first bus in the morning.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: RT, who takes over operation of Sacramento area transit on April 1st, has adopted a four digit numbering scheme for its bus fleet with the first two digits denoting the seating capacity. Only the air conditioned coaches will be renumbered and repainted as follows:

New Numbers	Old Numbers	Model
3700	203	SDM 4502
3701-3703	204-206	S6H 4503A
4100-4101	251-252	TDH 4519
4500-4504	141-145	TDH 4517
4505-4529	301-325	TDH 4519
4530-4544	401-415	T6H 4521A

Coaches 401-405 which are equipped with Public Address systems will be repainted and renumbered first as they will be used for inaugural events in connection with the RT takeover. The RT Board has adopted a system wide 25 cent fare and a 15 cent Youth/Senior Promotional fare for persons under 23 or those displaying Medicare or Railroad Retirement Cards. Children under five will be carried free and the Line 51-K STREET MALL TRAM fare will be ten cents. There will also be a 20 cent Validation Fare, a bulk sale rate to retail stores or other businesses for validation purposes. A $10.00 Monthly Pass good for unlimited riding for the month purchased as printed on the face of the pass and a 50cent/30 cent Daily Pass (30¢ for youth and Seniors, 50¢ for all others) good for an unlimited number of rides on the date of sale. At the same time zones, zone fares, premium fares on express service, redemption coupons for fare overpayments, Purple Passes and transfer privileges will be discontinued. Daily passes will replace regular transfers (which seems to indicate that unless a passenger bought a Daily Pass it would be necessary to pay 25 cents each time he boarded a bus).

THE BUG LINE, INC. (TBL)

SAN DIEGO: TBL has acquired two coaches to provide transportation for students attending San Diego State University from the communities of Ocean Beach and Pacific Beach (WT 8/72).

"Peanut Butter Gnat"	TDH 4509/452	Ex AZTEC BUS LINES 713	License PB BUG
"Oatmeal Briney Weevil"	TDH 4509/450	Ex AZTEC BUS LINES 712	License PB BUG

Both buses have been revamped with fibreglass tops to look like giant "bugs". Transportation is free with all costs paid from the fees charged advertisers. The coaches are also used to transport students to SDSU games played at the San Diego Stadium and the San Diego Sports Arena. Plans are afoot to acquire another TDH 4509 for service to Mission Beach. It is to be named after some insect which infests bagels.

* *

REPORTERS WANTED: Any new or used equipment or new routes in your area? Advise the WT Editorial Office. Become a Staff Reporter.

REMEMBER: Send in your new address if you move. Third Class Mail is not forwarded - do not take the chance of missing any issues.

MAKE A NOTE: San Francisco Municipal Railway Trolley Coach Excursion using Western Flyer trolley coach 5001 on Saturday April 21st.

EQUIPMENT REPORT

Below is a list of passenger equipment either acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW EQUIPMENT				
Greyhound Lines-West	7410-7417	MCI	MC7/-	43 seat, RR
American Buslines-LA Div	25560-25562	B & C	05SE/8935-8937	LA-Memphis Pool
Associated Charter Bus Co	2394-2417	Intl	1600/Wayne	24/36 seat sch bus
USED EQUIPMENT				
Melni Bus Service	307, -	GMC	PD4104/1075,2822	Ex CST 5621D,5642D
Thompson Transportation	104	GMC	PD4106/1041	Ex GLW 7811, corrtn
Antelope Valley Bus, Inc.	(127-1127	GMC	PD4106/1707,1708,	Ex LTR 115, 116
	(		2601,374	" OBS 148,OTC 0-401
	(		380,381	" OTC 0-407, 0-408
	(		1895,1898	" LTR 136, 139
	(		994,1008,1023	GLW 7764,7778,7793
Peninsula Transit Lines	II301-II302	GMC	TDM5108/069,075	Ex Red & Tan Lines
Aztec Bus Lines	(101-102	GMC	TDH4517/1356,1361	Ex LBPTCo 4506,4511
	(601-604	GMC	TDH3610/277,390,	Ex RTD 6678,6655
	(		393,395	" 6658,6660
	(801-806	GMC	TDH4801/015,022,023	Ex RTD2914,21,22
	(		029,008,013	" 2928,07,12
Community Charter Bus	C45	Ford	700/Wayne	Ex Patchett 1-64
City of Santa Barbara	525	Fitzjohn	FTG-37/9747	Ex Camp Pendleton 66931
DISPOSITIONS				
Greyhound Lines-West	1678	Mack	C49DM/1932	To pvt party
SF Municipal Railway	2159	Mack	C49DT/1138	To pvt party

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Through the courtesy of Mr. C. V. Whithorne, Regional Sales Manager for The Flxible Company we present a listing of Flxible coaches delivered in the Western Area in 1972.

Tri Met (Portland)	300-434	111-DC-D05-1/55387-55521	
Denver Metro Transit	201-226	111-CC-D06-1/56145-56170	47 seat
City Of Honolulu	651-685	111-CC-D06-1/56186-56220	49 seat, EIP
Roberts Ilima Tours	39-48	111-CD-D05-1/56337-56346	55 seat, one door
Orange County Transit	201-209	111-DD-D05-1/56791-56799	41 seat, EIP
Orange County Transit	401-406*	572-KE-F73-1/FX423-FX428	19 seat, one door

*-Actually built in January 1973

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WTS Member Edward Gibbs, 1581 Hendrickson Street, Brooklyn, New York, 11234 is interested in exchanging color slides with WTS Members living on the West Coast. If you are in position to trade please contact Mr. Gibbs directly.