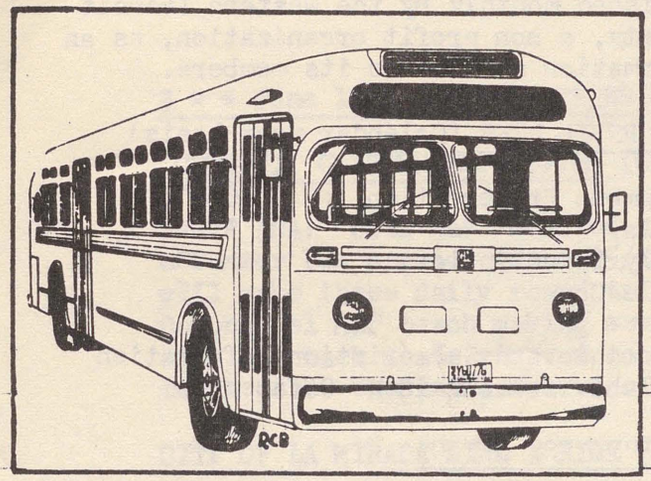


Western Transit

Monthly Publication of The Western Transit Society

Vol. 11 No. 6 June 1973

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The 300 series coaches, which in addition to all the features listed (WT 5/73) have push button transmissions and power steering, have been assigned with 301-303 to SOUTH COAST for Lines 53-SANTA ANA-BALBOA and 57-SANTA ANA-LAGUNA BEACH and 304-316 to TOWN TOUR for all six lines. All lines serving downtown Santa Ana have been revised so that they all load on the east side of Flower Street facing north to make it easier for transferring passengers to make connections. Reroutings, in at least one direction, were required for most every line. An agreement between OCTD and LAGUNA BEACH MUNICIPAL TRANSIT LINES has been approved whereby it will be possible for riders of one system to transfer to the other at no additional cost. It is believed this is the first interline free transfer agreement in Southern California transit history. The district has been divided into seven Service Areas for route planning purposes (WT 2/73) including North Central (Brea, Fullerton, La Habra, Placentia, Yorba Linda); West Central (Anaheim, Buena Park, Cypress, Garden Grove, La Palma, Los Alamitos, Stanton); Central (Orange, Santa Ana, Santa Ana Air Facility, Tustin, Tustin Foothills, Villa Park); Saddleback Valley (El Toro, El Toro Air Station, Laguna Hills, Mission Viejo); North Beaches (Fountain Valley, Huntington Beach, Rossmoor, Seal Beach, Westminster); South Central (Costa Mesa, Irvine, Newport Beach) and South Beaches (Capistrano Beach, Dana Point, Laguna Beach, Laguna Niguel, San Clemente, San Juan Capistrano, South Laguna). Directors have reaffirmed their decision to purchase 15 new Flxible coaches slated for July delivery (WT 3/73). Two directors had felt the district should await additional federal funds before purchasing new coaches and not use its reserve funds.

CONSOLIDATED STREET RAILWAYS (CSR)

SANTA FE SPRINGS: On April 23rd CSR combined the two rush hour commute schedules on Line 3-SIMI VALLEY-LOS ANGELES into one trip departing Simi Valley at 5:55 AM and leaving Los Angeles at 4:55 PM. The former daily evening inbound trip was changed to operate Friday only leaving the Simi terminal at 7:05 PM. Coach 3001 (FD 4104/1086) is usually assigned to Line 3.

SUPPORT WESTERN TRANSIT SOCIETY JUNE 30TH BUS GARAGE TOUR II - SEE FLYER FOR DETAILS

MEETING DATES

Next meeting: Sunday June 10, 730 PM

Future meeting: Sunday July 8, 730 PM

Location: 936 South Genesee Avenue
Los Angeles, California

1/4 block north of Olympic,
3 blocks east of Fairfax

Transportation: SCRTD Lines 4 and 89

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WESTERN TRANSIT

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IMPORTANT: If you move be sure to send your new address -- 3rd Class Mail is not forwarded and you could miss WT.

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CLUB NEWS

WT readers owe Member Richard Mendes a "Thank You" for obtaining the very descriptive REGIONAL TRANSIT booklets included with the mailing of the May issue. This booklet is a good way to explain the workings of a transit system to its potential riders.

Plans are now underway for the June 30th excursion - Bus Garage Tour II - traveling northward to Santa Barbara. Keep the day open on your activity calendar.

Reporters Wanted - Any new routes, new or used buses in your area? Advise the Editorial Office the details - become a Staff Reporter.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

SANTA ANA: CCBS has received a contract from the City of Irvine to provide a summer bus service (June 25/August 25) at a cost of $15,000. The service will make three daily round trips from the Racquet Club in North Irvine to Corona Del Mar beach making several stops enroute. Two buses will be used with the back seats removed to accommodate surf boards, inner tubes and other beach gear. A Similar service was operated last year by PINK BUS LINE (WT 8/72).

CITY OF LA MIRADA DIAL A RIDE (CLM)

LA MIRADA: Like neighboring La Habra the City of La Mirada now has a Dial A Ride bus service. Inaugurated on May 25th the system covers the entire city and uses, at most, four vehicles. The system operates 7:00 AM to 7:00 PM Monday thru Saturday at a 25 cent fare. Three new one door Gillig Microcoaches with 17 padded blue/green wraparound seats, air conditioning, stereo music, blue/green carpeted floors, interior parcel rack and one Dodge Sport Van with a Fortivan body seating twelve are used. All coaches are painted dark blue with white roofs and white below the rub rail with "Dial A Ride" painted over the headsign area and operate on liquid petroleum gas. The Dial A Ride insignia and telephone number (943-6776) are located on both sides of the buses and on the rear. The system operates on the Exact Fare principle and convenience books of tickets are available from City Hall, Chamber of Commerce and on the buses. To order a bus a passenger telephones the Dial A Ride Control Center in the La Mirada City Hall and advises his location, his destination, number of people in the party, his last name and phone number. Under normal conditions a bus will arrive within twenty minutes. Passengers can also be picked up at the same time each day with one call. The system is being operated by Dave Systems, Inc. and is being funded by the city with the aid of a federal grant.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: On March 4th GGT made a number of service changes including renumbering some routes -- Line 20-SAN FRANCISCO-MARIN CITY-CORTE MADERA-SAN ANSELMO replaced Line 28, Line 24-SAN FRANCISCO-GREENBRAE-SAN ANSELMO-MANOR replaced 64 and Line 26-SAN FRANCISCO-MIRACLE MILE-SLEEPY HOLLOW replaced Line 30. Routes of these lines were not altered except that on Saturday/Sunday Line 20 replaced the service of Line 2-SAN FRANCISCO-SAUSALITO-MARIN CITY. Line 72-SANTA ROSA-SAN FRANCISCO now bypasses Marin City and a new route, 40-SAN FRANCISCO-LUCAS VALLEY, was inaugurated. Beginning at Mt. McKinley and Idylberry in Lucas Valley buses travel via Idylberry Road and Miller Creek Road thru Marinwood to Highway 101 entering the freeway at Terra Linda bound for San Francisco (six commute trips operated).

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Service on the SAN DIEGO-SAN YSIDRO route was reduced March 5th. Lines H-SAN DIEGO-HARBORSIDE-SAN YSIDRO and O-SAN DIEGO-OTAY-SAN DIEGO were each reduced to 80 minutely providing a combined 40 minute service. Line E-SAN DIEGO SAN YSIDRO EXPRESS was changed to 40 minutely and schedules are designed for 20 minute service from each terminal. Since SAN DIEGO TRANSIT CORP. has reduced its fare to 25 cents and Line O-OCEAN BEACH-SAN YSIDRO now operates 30 minute service the GLW schedules have been carrying fewer patrons.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART's 19 mile CONCORD line was opened on Monday May 21st bringing to 58 the system's one way route mileage. Six stations are on the new route-Concord, Pleasant Hill, Walnut Creek, Lafayette, Orinda and Rockridge. Trains begin and end at the MacArthur Stations and passengers who want to go to Oakland, Hayward or any point on the RICHMOND-FREMONT line are required to change trains. BART plans to operate 6 four car trains on a ten minute headway with overall travel time at 23 minutes at an 85 cent fare. Service is scheduled between 5:00 AM and 8:00 PM Monday through Friday replacing former GREYHOUND LINES-WEST Lines O, S and Z between Concord and Oakland. CONCORD-SAN FRANCISCO service will not be affected. Present CONCORD-OAKLAND service will run nights and weekends and the daily MARTINEZ-OAKLAND trip will instead go to Concord.

REGIONAL TRANSIT (RT)

SACRAMENTO: Line 4-BRODERICK-BRYTE-WEST SACRAMENTO was rerouted over Tower Bridge on May 21st. The westbound route from 5th and L Streets is via L St., 3rd St. By Pass, Capitol Mall, West Capitol Ave. to 3rd St. in West Sacramento From 3rd and West Capitol the clockwise loop operates via West Capitol to South River Road Freeway Overpass then regular route to 5th and Capitol. The counter clockwise loop will operate from 5th and Capitol north on 5th, then the regular route to South River Road Freeway Overpass to 3rd and West Capitol. Eastbound buses will travel 3rd St., South River Road, West Capitol, 5th St. in Sacramento to J Street and then the regular route. Two new lines, 28 and 29, designed for State Employees to have quick access to main line service on J Street, are scheduled to begin June 14th. Service will operate in PM rush hour only with four trips on each line meeting State dismissal times. Line 28 will go from 9th and N Streets via 9th, P St., 8th, J St. returning via 9th to N Street. Line 29's route is from 12th and N Streets via 12th, P St., 10th, J St. returning via 12th, L St., 11th and N St. to 12th.

B.L.S. TRANSPORTATION COMPANY, INC. (BLS)

LOS ANGELES: BLS has filed an application to operate between Thousand Oaks and downtown Los Angeles with service designed for commute passengers only with no local service. Fares charged are proposed at $2.00 one way, $20.00 per week or $100.00 per month. It is planned to use either a PD 4104 or PD 4106. The route would be from Moorpark Road and 1000 Oaks Boulevard via Moorpark Road, U. S. 101, Hampshire Road, Westlake Boulevard, U. S. 101, off at Las Virgenes Road, back onto 101, thence Hollywood Freeway to Los Angeles. Outbound buses would travel the same route to Westlake Boulevard, then via Westlake and 1000 Oaks Boulevard to Moorpark Road. BLS currently holds TCP 145 as a limosine operator.

BAY RAPID TRANSIT COMPANY (BRTCo)

MONTEREY: BRTCo has filed to abandon all service in Monterey, Pacific Grove, Carmel, Seaside, Sand City and Del Rey Oaks. The MONTEREY PENINSULA PUBLIC TRANSIT SYSTEM has been subsidizing BRT since September 1971 for a two year period, but BRT cannot hold out until next fall when it is assumed MPPTS will be operative. An UMTA grant is being prepared to buy equipment (but would not be able to be processed by then).

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The 7200's (See Equipment Report and WT 5/73) went into service on Tuesday May 8 on Line 83-WILSHIRE BOULEVARD on Division 2 Bus Runs and later that week on D 2 runs on Line 91-HOLLYWOOD BOULEVARD and 176-SOUTH LOS ANGELES-PACIFIC PALISADES. 7200-7230 have been assigned to Division 2 with 7231-7258 sent to Divisions 3/10 for Lines 5-HAWTHORNE BLVD.-UNION STATION, 6-SOUTH VERMONT-HIGHLAND PARK and 70/71-LOS ANGELES-PASADENA. 7259-7276 are in use on Lines 83 and 91 from Division 7. The buses do have front air vents on both sides of the headsign and these have been painted silver. The buses have water bumpers, push button transmissions and Super V transmissions.

Lines 180-BOUQUET CANYON-SAUGUS-NEWHALL, 182-NEWHALL-SAUGUS-FRIENDLY VALLEY and 183-SECO CANYON-VALENCIA (WT 8/72, 12/72) were all discontinued at the close of service on April 27th. During the ten months of operation an average of 392 riders rode per week and $93 revenue per week was generated.

RTD Operators received a retroactive Cost of Living payment adding two cents per hour to their hourly wage at the end of April which brought such wage to $4.88. The payment was authorized by the Cost Of Living Council which granted a similar three cent increase five months ago. The payment covers COL increases since December 1, 1972. On June 1st the hourly wage was increased to $5.21 in line with the current wage contract.

Armed with a three month subsidy from the City of Claremont RTD extended Line 195-GAREY AVENUE from its loop through North Pomona to operate into downtown Claremont providing bus service in West Claremont on April 16th. Instead of returning to Garey Avenue and heading back to downtown Pomona Line 195 heads eastward along Harrison Avenue, south on Berkeley Avenue, east on Bonita Ave., south on College Street, west on First Street and north on Indian Hill Boulevard to Bonita Ave. Thirty minute weekday and eighty minute Saturday service is provided.

Two ten-cent-a-ride, one-day-a-week lines were inaugurated on Thursday May 17th in Baldwin Park after approval was reached on a contract by which the city will pay $168.48 per week for the buses and all revenue will accrue to the city. The Chamber of Commerce and City Park and Recreation Department will gear activities to the Thurday bus schedules. Line 147-BALDWIN PARK-NORTHWEST-SOUTHEAST LOOP begins at Ramona Blvd. and Maine Avenue and travels via Ramona Blvd., Stewart Avenue, Bellgreen Street, Bresee Avenue, Olive Street, Center Street, Ramona Blvd North Roadway, Harlan Avenue, Ramona Boulevard, Baldwin Park Boulevard, Dalewood Street, Virginia Avenue, Whitesell Avenue, Vineland Avenue, Francisquito Avenue, Garvey Avenue, Big Dalton Avenue, Pacific Avenue and Maine Avenue to Ramona Blvd. Line 148-BALDWIN PARK-SOUTHWEST-NORTHEAST LOOP also begins at Ramona and Maine traveling via Ramona Blvd., Barnes Avenue, Bess Avenue, Frazier Street, Grace Avenue, Ramona Blvd., Baldwin Park Boulevard, Olive Street, Rica Avenue, Nubia Avenue and Maine Avenue to Ramona. Both lines leave the downtown terminal hourly from 9:00 AM to 3:00 PM with the last trip at 3:45 PM. Both lines are designed to meet each other at Ramona Blvd. and Rica Avenue after completing the first of their two loops. On the first day coach 6013 was used on Line 147 with 6001 on Line 148 although 6054 did operate the first round trip. WTS Members Tom Helliwell and Ed Buckley were out riding on the first day of service.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTIRCT Continued

Yet another new line was started on Monday May 21st when Line 146-UPLAND-ONTARIO commenced operation using coach 4033. This line as well as Lines 147 and 148 all operate out of Division 9. This line operates Monday through Friday and is being financed by both the cities of Upland (44%) and Ontario (56%). Beginning at the San Antonio Community Hospital in Upland, also the terminal of Line 60G, buses travel via 11th Avenue, San Bernardino Road, Arrow Highway, 2nd Avenue, C Street, 3rd Avenue, A Street, 2nd Avenue, 8th Street, 3rd Avenue, 7th Street, Mountain Avenue, G Street, Euclid Avenue, Sunkist Street, Sultana Avenue, Francis Avenue, Euclid Avenue, Belmont Street, Vine Avenue, Sunkist Street, Euclid Avenue and return to Upland.

On April 23rd coach 1088, one of the new T8H 5307As, was inbound on the San Bernardino Freeway near the Mission Road off ramp working Line 53-LOS ANGELES-EL MONTE-POMONA when the operator noticed flames in the vicinity of the left rear tire. He then pulled over to the shoulder and unloaded all passengers. The ICC brake (maxi brake) apparently did not fully release and was dragging. The constant pressure resulted in the brake drum getting red hot which caught the tire on fire and the fire spread to the inside of the bus and to the roof. Although none of the passengers was injured the bus suffered extensive damage and its feat has not yet been determined.

The 4300 series coaches (35 foot long, 96 inches wide, V8 powered Flxibles) arrived from Loudonville during May and made their first appearance in regular service the week of May 21st. The coaches appear to have all of the features of the 7200s and they will be assigned to Lines 140-KERN, 141-FORD BOULEVARD, 142-CITY TERRACE and most of the local San Fernando Valley lines. 4216-4220 and 4222-4224, 45 seat 1968 model Flxibles, which had been painted white and dark blue and assigned to former EASTERN CITIES lines are scheduled to be repainted chrome yellow and champagne gold and returned to service on regular RTD lines. All 4300s are painted in standard colors.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: A route numbering system has now been adopted by MMBL which previously only used the name of the principal street traveled as the route name. WHITTIER BOULEVARD is Line 10, MONTEBELLO-NORTHRIDGE is Line 20, 30 is BROOKLYN-BRADSHAWE and 35 BROOKLYN-GARFIELD (these two lines operate commonly along Brooklyn Avenue alternating schedules). BEVERLY BOULEVARD trips which end at Montebello Mart are Line 40, BEVERLY-LA MERCED trips are Line 45 and BEVERLY-NORWALK schedules Line 50. PARAMOUNT BOULEVARD is now known as Line 60. MMBL is in the process of placing route maps at their bus stop signs to aid riders in using the buses.

IF YOU MOVE SEND US YOUR NEW ADDRESS -- THIRD CLASS MAIL IS NOT FORWARDED

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: The Phoenix City Council has awarded a $620,674 contract to Flxible for purchase of 15 new 47 passenger air conditioned buses with scheduled delivery in September. The buses are to be painted basically white and silver with butterscotch orange and purple trim. UMTA recently awarded the city $1.9 million to purchase 55 new buses over five years and 115 new fare boxes. City Manager John Wentz will recommend the city exercise a contract option to buy 25 more coaches at the same unit price to accelerate the bus purchase/replacement program. At the present time the city holds a management contract with PTC who operate the routes and subsidizes the operation at an annual cost of $383,000. A contract to purchase new locktype fare boxes will soon be awarded and upon their arrival an Exact Fare system will be instituted.

DENVER METRO TRANSIT (DMT)

DENVER: March 4th saw several DMT route and schedule changes. Line 40-PARK HILL was extended from 23rd and Quebec to East 19th and Yosemite via Quebec and East 19th. Fifteen minute base, ten minute rush and 25 minute weekend schedules are operated. Additional morning and afternoon trips were put on Line 33X-MONTEBELLO and a new route - EAST EVANS EXPRESS - operating one commute hour round trip was instituted. Beginning at Harvard and Evans buses travel Evans, Leetsdale, Alameda, Cherry Creek Drive North, University, Speer and Lincoln into downtown. Ten ride and forty ride books of tickets dubbed "DMT Passports" are available in all regular fare categories as a convenience for riders as DMT operates on the Exact Fare system. Line 75-LAKEWOOD EXPRESS began service to a newly developed area of Lakewood May 7th with extension of the line from Florida and Garrison to Wadsworth and West Woodard Drive. One trip will leave Woodward and Wadsworth at 702 AM each weekday following South Cape Way and South Cody Way to West Mexico Avenue. At Mexico and Garrison it will head north to Florida to pick up patrons at the "Park N Ride" lot at St. Jude's Church, then operate via Alameda to Wadsworth into downtown Denver. Comparable return service will be offered. DMT operators and mechanics struck the agency from May 10 to May 18 after DMT and Amalgamated Transit Union bargainers could not agree upon a new contract. Wage, health and welfare, and pension increases were finally agreed to and the men returned to work the 18th (dollar figures are not available at this time). Coach 127, a C49DT Mack, was involved in a front end accident during March and since DMT has an equipment shortage the bus was repaired, however, no Mack front windows are availabe so a Flxible front window was used -- and a Flxible-Mack was created.

GRAY LINE TOURS OF HOUSTON (GLTH)

HOUSTON: GLTH has filed an application with the Railroad Commission of Texas for a regular route between Houston and Magnolia via U. S. Interstate Highway 45, State Road 149 and State Road 1774 also serving Tomball and Pinehurst. Authority to handle package express is also being sought.

SAN ANTONIO TRANSIT SYSTEM (SATS)

SAN ANTONIO: Beginning April 30th San Antonio's Senior Citizens began using identification cards to ride SATS buses during all hours of operation at a 15 cent fare rather than the normal 25 cents. Previously tokens were used for reduced rates which applied only during non rush hours.

EL PASO CITY LINES (EPCL)

EL PASO: The city's first new buses in over ten years are now in service - 4214-4233, T8H 5307A/1167-1186 featuring air conditioning, V8 engines, EIP and 53 form fitting fibreglass seats. Ten used TDH 5303s, also air conditioned, were acquired from DALLAS TRANSIT SYSTEM to complete the thirty buses EPCL was to buy this year (WT 2/73). These coaches numbered 4204-4213. After these purchases had been decided upon, coach 3978 which had had a roof fire due to a defective air conditioning unit, was scrapped and an additional Dallas unit was purchased to replace it. When the coach arrived it was numbered 4214 (to keep all 5303s together) and the original 4214, a T8H 5307A, was renumbered 4234, all other 5307s remaining as they were (See Equipment Report for serial numbers). EPCL has asked the city to purchase the firm as soon as possible and has also requested a rate increase pending a decision on the takeover. The present 15 cent city fare would go to 25 cents, the 25 cent rate on outer portions of Lines 3-SUN VALLEY and 16-EASTWOOD would jump to 35 cents and Line 1-EL PASO-JUAREZ's dime rate would be 15 cents if the entire EPCL rate increase is approved.

SEATTLE METRO TRANSIT (SMT)

SEATTLE: A new route from Kirkland south via Bellevue, Newport Hills, Renton, South Center and Seattle-Tacoma International Airport to Burien was scheduled to begin May 1st. This extremely long route will serve as a great belt line intercepting almost every suburban line including three new one day per week lines which each have one round trip in the morning and one in the afternoon. These lines run from Seattle to Skykomish (70 miles), Bothell-Duvall-Carnation (25 miles) and Renton-Maple Valley-Black Diamond-Enumclaw (40 miles). Senior citizen ride permits are valid and a senior can go from Skykomish to Seattle for 10 cents, a tremendous bargain. EVERGREEN TRAILWAYS operates the Skykomish route under contract using both the Trailways Depot and downtown transit stops. Regular SMT transfers are issued and accepted. SMT runs the two lines directly.

GOLDEN GATE CHARTER LINES (SAN MATEO-BURLINGAME TRANSIT COMPANY d/b/a)

LIVERMORE: GGCL has filed application seeking to reinstate the Class A Charter Party Certificate which was suspended several years ago. GGCL equipment is listed as one GM PD4104/1160 (ex Continental Western Lines 4106). They placed their TCP 65-A certificate in suspension which is allowed by the PUC for one year. After several years GGCL maintains they were never notified that the Certificate was due for expiration after one year's suspension and the Commission staff has no record of so notifying the company.

MODESTO-RIVERBANK-OAKDALE STAGE LINE (Willis Kleinenbroich d/b/a)

MODESTO: MROSL has filed to transfer its operative rights from Kleinenbroich to STORER TRANSPORTATION SERVICE, INC. The route begins at the Modesto Greyhound Depot traveling via McHenry Avenue through Riverbank into Oakdale. This route was an original STAR AUTO STAGE route before May 1, 1917 and was transferred in 1922 to CITY TRANSIT CORP. On March 21, 1932 the certificate was transferred to Mr. Kleinenbroich who now, at age 69, desires to retire. The stated price was listed as $13,500 and includes three buses: one 29 passenger 1946 Flxible Clipper, one 27 passenger 1946 Ford Transit and another 1946 Ford Transit seating 21 with the other seats removed to handle freight. Two round trips per day are run leaving Modesto at 9:00 AM and 3:30 PM. A large number of school children are handled.

MODESTO-RIVERBANK-OAKDALE STAGE LINE Continued

M-R-O has an ICC certificate which was issued in 1942, MC-15401. However, there seems to be some question as to the availability of Interstate Charter Authority. (Note - Prior to 1967 when a carrier received regular route authority they would automatically receive incidental charter authority. In 1967 the law was changed to require a showing of Public Convenience and Necessity to obtain charter rights and all carriers who previously had incidental charter rights were required to file a charter coach tariff - this is the point concerning M-R-O about which there is a question). GREYHOUND LINES has protested this application as it involves charter authority.

COOK'S CHARTER BUS SERVICE (John E. Cook d/b/a)

DOWNEY: CCBS filed an application last October to operate between 29 Palms Marine Base and Los Angeles, and San Diego, on weekends only. Shortly thereafter GREYHOUND LINES, INC. filed a similar request to extend their "Special Operations" to include the Marine Base. This was followed by an application by John Hastie d/b/a TWENTY NINE PALMS STAGES requesting permission to sell his certificate to CCBS. Finally, Frank Mathews d/b/a FRANK MATHEWS BUS COMPANY filed to operate from the Marine Base to Los Angeles, but this request was dismissed at an early date. The sale from Hastie to Cook for $7,100 without any equipment was approved by the PUC. Cook proposed to operate into Los Angeles and San Diego on Friday evenings and return to the base on Sunday afternoons. GL-W offered a like service. Cook's rates: to LA $10.50; to SD $14.50 with no one way tickets sold. GL-W's rates were slightly higher and the running time slightly slower. In view of the fact Cook filed first, offered lower rates and faster service he was granted a certificate and GL-W was not. The Los Angeles terminal will be the USO, 428 South Hill St. with Sunday departure at 6:00 PM. The San Diego terminal will be the USO, 510 West F Street with a like departure. No local is allowed between either Los Angeles and San Diego, on the one hand, and Palm Springs, on the other hand. GL-W has filed a petition for a reharing on the matter.

FRASCA BUS LINE (George Frasca d/b/a)

NORTHRIDGE: FBL is seeking to establish three new San Fernando Valley/Malibu routes and to eliminate the present one. Two routes would commence at Nordoff and Reseda and operate in two directions eventually reaching Zuma Beach and Malibu. One route would travel via Nordoff, Sepulveda, Vanowen, Tampa, Ventura, Ventura Freeway, Las Virgenes Canyon Road/Malibu Canyon Road and Pacific Coast Highway. The second route would go via Nordoff, Wilbur, Kenya, San Fernando Mission, Woodley, Lassen, Balboa, Parthenia, Lindley, Ventura and on to Malibu. The third route would start at Roscoe and Reseda traveling via Roscoe, Shoup, Saticoy, Fallbrook, Ventura and on to the beaches. The original Frasca route has been operated for the past four summers and last year averaged 150 daily riders on the three FBL coaches.

IF YOU MOVE DO NOT FORGET TO SEND IN YOUR NEW ADDRESS - THIRD CLASS MAIL IS NOT FORWARDED AND YOU COULD MISS IMPORTANT ISSUES OF WESTERN TRANSIT.

SUPPORT WTS EQUIPMENT PRESERVATION PROGRAM.

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	VehiclesNos.	Builder	Model/Serial	Comments
NEW EQUIPMENT				
SCRTD	7200-7276	Flxible	111CCD06-1/57198-57274	51 seat
Utah Transit Authority (Salt Lake City)	4500-4505	GMC	T6H4521A/627-632	
	4506-4522	GMC	T6H4523A/065-081	
American Pacific Stage Co	908-910	GMC	P8M4905A/373-375	47 seat, RR
El Paso City Lines	4214-4233	GMC	T8H5307A/1167-1186	4214 later renumb 4234
City of La Mirada	25,26,28	Gillig	Microcoach	17 seat
	27	Dodge	Sport Van w/Fortivan body	12 seat
USED EQUIPMENT				
Denver Metro Transit	66-68	Flxible	FD6V-401-7-UL-AC/35017,18,20	Ex Jamaica Buses 112, 113,115
	101,2,3,5	GMC	TDH5301/934-937	Ex Green Bus Lines 406-9
Seattle Metro Transit	490-499	GMC	TDH4509/1717,1719, 2133,2143,2278, 2279,2280,2287, 1321,1329	ExSDTC 812,14 826,836,844, 845,846,853, 983,991
Town Tour Fun Bus Co.	II709,II710	GMC	TDH4801/254,256	Ex PTD 6588, 6590
Guiton Charter Lines	unknown	GMC	TDH5301/707	ExSMMBL 5310
El Paso City Lines	4204-4213	GMC	TDH5303/1917,1923 1926,1929,1949 1952,1963,1966 1995,1999	ExDallas 1,7 10,13,33 36,47,50 79,82
	II4214	GMC	TDH5303/1931	ExDallas 15
Diablo Charter Lines	1996	GMC	PD4104/1996	ExCWL 4112
Eastshore Lines	III 310	GMC	PD4107/271	ExMcGinn Bus Co 6603 (Mass)
Southshore Lines	2718	GMC	PD4107/704	Ex Brush Hill Trnsp 6716 (Mass)

W E S T E R N T R A N S I T S O C I E T Y

P R E S E N T S

E X C U R S I O N N O. 19

BUS GARAGE TOUR II

Join fellow WTS Members as we again tour a number of bus garages, this time from Los Angeles northward to Santa Barbara on Saturday June 30, 1973. We will charter our bus from CONSOLIDATED STREET RAILWAYS and, depending upon time and travel arrangements plan to visit the facilities of the following firms: CHANNEL ISLANDS BUS SYSTEM, OXNARD MUNICIPAL TRANSIT LINES, AUTO BUS COMPANY, VENTURA TRANSIT LINES, SANTA BARBARA METROPOLITAN TRANSIT DISTRICT, MELNI BUS SERVICE and CAL COAST CHARTER.

Our first garage tour (to San Diego) last February 24th was a very successful one and a large turnout is expected.

Be sure to circle the date (June 30th) on your calendar - this trip is certain to be a most interesting one.

DATE: Saturday, June 30, 1973

TIME: 900 AM to 600 PM

PICK UP POINT: On Los Angeles Street north of Seventh Street, Los Angeles

FARE: $5.00