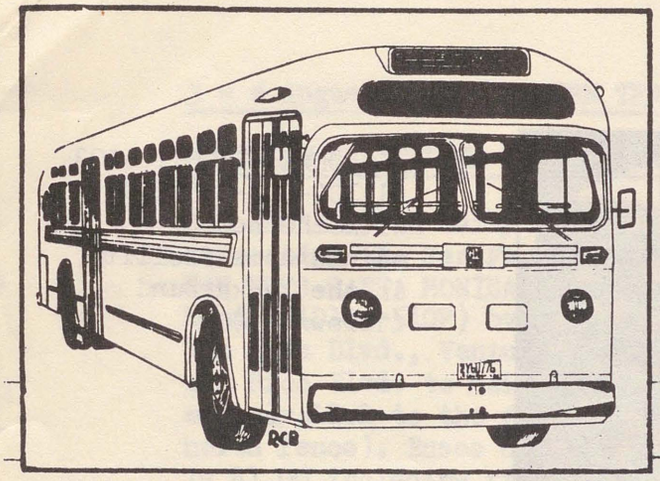


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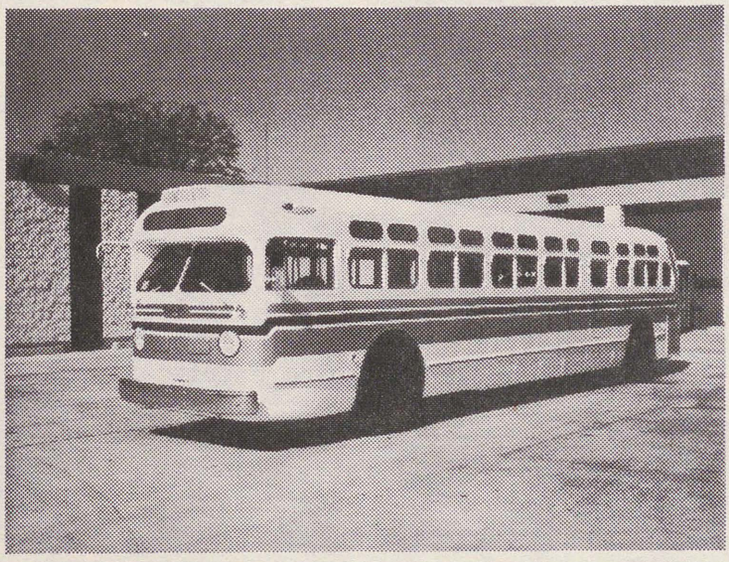
REGIONAL TRANSIT (RT)

SACRAMENTO: On July 22nd Line 18-SACRAMENTO-RANCHO CORDOVA-FAIR OAKS-SUNRISE MALL (a semi Freeway Flyer) commenced offering seven day a week service. Twenty minute rush hour service is offered over two routes - from Sunrise Mall/Rancho Cordova to Folsom Blvd. and Bradshaw Road then freeway downtown and from Folsom Blvd. and La Riviera Drive via La Rivirea and College Town then via freeway, 30 minute midday service, 45 minute Saturday service and 65 minute Sunday/holiday service using 7/5, 3 and 2 buses respectfully. Running time from Sunrise Mall to downtown is 60 minutes each way with five minutes layover downtown and 25 minutes at Sunrise. Base schedules use 4900 series Flxibles. From Sunrise Mall Line 18 travels via Fair Oaks Blvd., Winding Way, Main St., California Ave., Fair Oaks Blvd., Sunrise Blvd., Coloma Road, Folsom Blvd., La Rivirea Dr., College Town Dr., Hornet Dr., Highway 50 Freeway, S Street, Highway 50 Freeway, Interstate Highway 80, Interstate Highway 5, Q Street, 10th Street, L Street and 3rd Street to J Street. Express trips travel the same from Sunrise Mall to Folsom Blvd. and Bradshaw Road, then via Bradshaw, Highway 50 Freeway, Howe Avenue, College Town Drive, thence Hornet Drive and the regular route to downtown. Effected by this new line is Line 3- J STREET-STATE UNIVERSITY-GLENBROOK whose La Riviera portion of the Glenbrook loop was incorporated into Line 18. The southern College Greens portion has again become a two way route to Folsom & Wisseman. Line 3 Express trips now start at Folsom Blvd. and Watt Avenue rather than at College Town and Hornet Drives. Lines 3 and 18 have been scheduled to make positive connections with each other whenever possible at College Town. Beginning July 2nd Line 10-AUBURN BLVD.-ROSEVILLE had its weekday midday frequency increased from two hourly to hourly as result of the City of Roseville using its SB 325 money (sales tax on gasoline) for the purpose. One additional bus was added (a 4900 series Flxible). RT is now in the process of acquiring thirty TDH 4801 coaches (former SCRTD 6500s) from LEASE-A-COACH to both replace the eight A C TRANSIT TDH 4507s now on lease and to provide additional equipment for several new routes (like Line 18) now under consideration. The coaches are being painted into the RT paint scheme and refurbished and are awaiting delivery of used fare boxes purchased from the CHICAGO TRANSIT AUTHORITY before being placed into service. First day buses on Line 18 were 4914 on BR 1 (first outbound trip) and 4917 on BR 2 (first inbound trip). WTS Member Richard Mendes was aboard 4914 and the line carried 349 passengers that day, a Sunday, with 1200 patrons on the following Monday.

Enclosed RT timetables provided through the courtesy of Member Richard Mendes.



REGIONAL TRANSIT 4903 (111CC-D06-1/57298) with the new RT maintenance facility in the background (Terpening)



New arrival in Sacramento - RT 4803 former RTD 6502 (TDH 4801/168) (Mendes)



First day of Line 507-SIERRA MADRE-ARCADIA-FINANCIAL CENTER SUBSCRIPTION SERVICE (Helliwell)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A daily through September 15th line was started on July 22nd connecting the San Fernando Valley with the Santa Monica beach area. Line 180-VAN NUYS-SANTA MONICA operates hourly (From Van Nuys 847A-347P, from Santa Monica 1010A-510P) over the following route: From Van Nuys and Sherman Way via Van Nuys Blvd., Ventura Blvd., San Diego Freeway, Wilshire Blvd., Ocean Avenue and Pico Blvd. to Main. Buses layover in the Line 88 spot at Division 8 (north end parallel to the fence) and at a new spot in Division 6 (parallel to the north fence). Buses deadhead between Pico/Main and the Division. Onw way fare is $1.00 including transfer privileges on both ends (Senior Citizen and Student rates also apply). Five 2300s (TDH4801s) were taken out of storage and assigned to Division 8 for the line - 2326, 2375, 2376, 2377 and 2388. First day assignments were: BR 1-2375, BR 2-2388 and BR 3-2376. Signs are 180-SPECIAL with a SANTA MONICA PICO & OCEAN dash sign southbound and 180-VAN NUYS VAN NUYS & SHERMAN WAY with a blank dash sign northbound. The first trip carried three passengers plus an Instructor and WTS Member Jerry Squier and was covered by a cameraman from KNXT (CBS) and the story was on the 700 PM News.

Line 204-MINIBUS LOOP-MALIBU finally started on July 15th (WT 7/73) over a slightly revised route - From Civic Center parking lot, looping through lot, Civic Center Way, Trauts Road, Malibu and private right of way to a loop at the beach (sand) returning via reverse of above. The bus on the first day was 1113. Coaches 1113-1118 have been equipped with surfboard carriers for the Sunday operations on Lines 203 and 204.

A new line in Riverside, financed by the City of Riverside's share ($220,000) of SB 325 money, 149-RIVERSIDE-ARLINGTON HEIGHTS-TYLER MALL, commenced July 16th. The line operates out of Division 13 and runs Monday/Friday from 630 AM to 600PM providing half hourly service in the AM and PM rush hours (four buses) and 60 minute base service (two buses). Saturday schedules are hourly. First day buses were BR 1-4221, BR 2-4222, BR 3-4223 and BR 4-4224 and first day passengers included WTS Member Ed Buckley. Beginning outside the RTD Riverside Station the line travels via Market St., University Ave., Orange St., 14th St., Victoria Ave., Central Ave., Brockton Ave., Arlington Ave., California Ave., Jackson St., Cypress Ave., Tyler Ave., Magnolia Ave. looping via Roosevelt St., Miller St., and Van Buren Blvd. to Magnolia Ave.

Following dedication ceremonies on Saturday July 14th for RTD employees and on Sunday July 15th for the general public RTD's new El Monte Busway Terminal, circular in design and featuring a 700 car parking lot and also a number of bicycle racks, has begun serving commuters. The Sunday ceremonies, which drew several thousand visitors, featured free rides from the Terminal along the Busway and then the San Bernardino Freeway to Mission Road and return on a number of 1000s including 1002, 1003, 1019, 1020, 1025, 1028, 1039, 1056, 1059, 1060, 1066, 1072, 1085, 1086, 1090, 1092, 1093 and 1094. On display at the Terminal were RTD coaches 1008, a T8H 5307A and 1117, a Minibus and former LOS ANGELES MOTOR COACH open top double decker 1008 now owned by Mr. Joe Corbin of Los Angeles as well as examples of a Detroit Diesel 8V-71 engine, a Cummins V-903 engine and other bus accessories. Give Aways included cardboard New Look buses, painted as RTD 1045 and is very detailed including roof numbers and water bumper. Over the two day period WTS Members Todd Terpening, Jerry Squier, Richard Petzoldt, Warren Quon, Lazear Israel, Jim Walker, Bob Burrowes, Robert Higginbotham, Frank Barnes, Tom Helliwell and Ed Buckley visited the facility.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Continued

In connection with the opening of the new Busway Terminal five new "Busway" lines, 401-405, were inaugurated plus changes on Lines 53 and 60 and the rerouting of Lines 38, 134 and 135 to serve the new Terminal. Line 60-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO was rerouted in the downtown area to operate outbound from the RTD Station via Maple Ave., 6th St., Wall St., 8th St., Main St., Aliso/Commercial to the San Bernardino Freeway and nine AM and nine PM peak hour trips were added to Line 60G between Eastland Shopping Center and Los Angeles. Line 53-LOS ANGELES-EL MONTE VIA VALLEY BOULEVARD was revised to operate only as far east as El Monte with new Lines 401 and 402 operating east of El Monte to Pomona via either La Puente or Covina. Line 53 now begins at Washington Blvd. and Olive St. looping via Washington Blvd., Hill St., 22nd St., Olive St., 1st St., Main St., southbound on Spring), Macy St., Mission Road, Valley Blvd., Tyler Ave., Ramona Blvd. to Santa Anita Ave. (Busway Terminal). The last bus from Pomona on the former Line 53-LOS ANGELES-EL MONTE-POMONA was BR 1, Coach 1062 on Saturday July 14th with WTS Members Mike McDonald and Tom Helliwell aboard. Line 401-LOS ANGELES-LA PUENTE-POMONA runs from Pomona Station via Monterey St., Garey Ave., Mission Blvd., Corona Expressway, Pomona Blvd., Valley Blvd., Garvey Ave., Tyler Ave., Ramona Blvd., Santa Anita Ave., San Bernardino Busway, San Bernardino Freeway, Arcadia St., Spring St., 1st St., Olive St., 7th St., Hope St., Wilshire Blvd., St. Andrews Pl. and 6th St. to Wilton and the private right of way. Eastbound the route is the same except in the downtown area - Wilshire Blvd., Flower St., 6th St., Olive St., 1st St., Main St., Aliso/Commercial Sts. into San Bernardino Freeway. Monday/Friday half hourly base service is run between 6th/Wilton and Valley Blvd/Azusa Ave. with hourly beyond to Pomona. 12/36 peak hour schedules are operated. On Saturday/Sunday service runs only as far west as Wilshire Blvd. and Union Ave. with 30/60 Saturday and 120 Sunday schedules. Line 402-LOS ANGELES-COVINA-POMONA operates from Pomona via Monterey, Garey Ave., LaVerne Ave., Arrow Hwy., White St., Bonita Ave., Cataract Ave., Covina Blvd., Grand Ave., San Bernardino Rd., Barranca St., thru Eastland Center, Citrus St., Badillo St., Hollenbeck Ave., San Bernardino Rd., Ramona Blvd., Santa Anita Ave., San Bernardino Busway and same route as Line 401 to 6th and Wilton. Monday/Friday only certain rush hour trips operate west of Wilshire & Union with 30 minute schedules west of Eastland and hourly between Pomona and Eastland. Saturday 30/60 schedules operate between Wilshire/Union, Eastland and Pomona. Sunday two hourly service is run. These two lines provide service east of El Monte in the same manner as the former Line 53. Line 403-LOS ANGELES-LA PUENTE-AMAR ROAD operates from Valinda (Westport St. and Amar Rd) via Amar Rd, Hacienda Blvd., Francisquito Ave., Ramona Blvd., Santa Anita Ave., San Bernardino Busway, San Bernardino Freeway, Arcadia St., Spring St., (return via Main, Aliso/Commercial), 1st St., Olive St. to Washington Blvd. Weekday and Saturday base service operates half hourly between Valinda and El Monte with weekday peak hour trips to/from downtown. Line 404-LOS ANGELES-EL MONTE-SOUTH ARCADIA begins in South Arcadia at Mayflower and Live Oak via Live Oak Ave., Santa Anita Ave., Tyler Ave., Ramona Blvd., Santa Anita Ave., San Bernardino Busway and same as Line 403 to Los Angeles. Half hourly base/twenty minute peak schedules all run downtown with weekday evening and all day Saturday service between South Arcadia and El Monte. Line 405-LOS ANGELES-EL MONTE-TEMPLE CITY begins at Baldwin and Las Tunas and travels Baldwin Ave., Lower Azusa Rd., Santa Anita Ave., Tyler Ave., Ramona Blvd., Santa Anita Ave., San Bernardino Busway as same route as 403. Monday/Friday peak hour schedules operate thru to Los Angeles with base, night and all Saturday service between Temple City and El Monte. During the hours Lines 403, 404 and 405 operate only to El Monte direct connections are made with Lines 60, 401 or 402 to/from Los Angeles.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Continued

In an effort to speed up service a new fare collection method called PAY-LEAVE has been instituted - downtown you just board the bus and upon leaving at El Monte or stops further east a passenger shows the Operator a monthly Busway Pass, a 10 ride Commutation ticket or pays his fare in cash. New Busway Passes are now available in five denominations - $25 (good to El Monte) up to $39 (good as far as Eastland). Most buses operating on the Busway: 1000-1099, 3000-3014 and at least 5600-5609 have been equipped with green flags which are mounted in silver colored holders just in back of the front door. The flag has the words "Busway Flyer" in white and can be raised or lowered depending upon the line the bus is on.

Line 119-SUNLAND-LAKEVIEW TERRACE was discontinued on Friday July 13th (WT 7/73) with coach 4030 as the last bus. WTS Members Tom Helliwell and Mike McDonald were on board the last trip.

HOLLYWOOD FREEWAY EXCLUSIVE BUS LANE

LOS ANGELES: State Division of Highway officials have unveiled plans to use a northbound Hollywood Freeway lane for the exclusive use of southbound buses over a five mile stretch during morning peak hours. The contra flow proposal would run from Magnolia Blvd. to Highland Avenue beginning next winter. The state is awaiting word from UMTA on its $1.5 million application for funds to finance the project. Federal money would be used to construct commuter parking facilities in the Sepulveda Basin and in Pacoima. Under the plan buses from Sepulveda would use the Ventura Freeway to the Hollywood Freeway where they would use a closed off ramp for on ramp access to the median northbound lane between Hollywood and downtown. Pacoima buses would use Golden State and Hollywood Freeways to Magnolia where they would feed onto the northbound median lane. The adjacent lane would be used as a "buffer zone" separating the two remaining northbound lanes from the buses between about 600 AM and 1000 AM weekdays. At Highland Ave buses bound for Hollywood would use the on ramp as an off ramp and merge into city traffic while downtown buses would exit the northbound lane via off ramp and then swing back to the on ramp opposite the Hollywood Bowl and merge with conventional traffic for downtown. The proposal can save up to 13 minutes in travel time and the results will help determine whether additional contraflow mileage should be added or extended to other freeways. At this time CONSOLIDATED STREET RAILWAYS Line 3-SIMI VALLEY-LOS ANGELES and RTD Lines 35-WEST VALLEY FREEWAY FLYER, 93-LOS ANGELES-VAN NUYS-PACOIMA and 144-SAN FERNANDO VALLEY-WILSHIRE BLVD.-LOS ANGELES FLYER utilize this section of the freeway system.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Beginning June 23rd and continuing this summer GLW has added extra service to Magic Mountain departing the Los Angeles Depot at 900 AM and 100 PM stopping five minutes later at the Biltmore Hotel and 10 minutes later at the Hilton, then at Hollywood and North Hollywood stations arriving Magic Mountain 70 minutes later. Return trips leave Magic Mountain at 400 and 715 PM with a Sunday/Holiday only trip at 1215 AM and will discharge if needed at San Fernando in addition to the other stops. They are using both regular 43 seat PD 4501s and Baggage Combo PD 4501s on this service.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: July 1st marked the launching of SCCTD's "Interim Routes" adding six new cross county routes and brought local service for the first time since formation of the district to Sunnyvale, Mountain View, Los Altos, Milpitas and Gilroy plus connecting the formerly separate city systems of San Jose and Palo Alto. All six new routes operate Monday through Friday only on hourly headways except Line 46 which runs on a 180 minute headway. Line 41-SUNNYVALE-CUPERTINO, a north south cross county route running north from Westgate Shopping Center in West San Jose via Cupertino, DeAnza College, Sunnyvale Community Center, downtown Sunnyvale to Lakewood Village on the north side of Bayshore Freeway with peak hour service looping thru the Lockheed Missle & Space Company in North Sunnyvale. Line 42-SANTA CLARA-LOS ALTOS operates east to west from Kaiser Hospital in Santa Clara via Vallco Park, downtown Sunnyvale, Sunnyvale Civic Center, downtown Mountain View and downtown Los Altos to Foothill College. Line 43-PALO ALTO-MOUNTAIN VIEW-LOS ALTOS runs from Middlefield & San Antonio Roads in the commercial area of South Palo Alto (extended to Philco-Ford plant in peak hours) via Mayfield Mall and San Antonio Shopping Centers, downtown Mountain View and El Camino Hospital to Grant Road and Fremont Ave in southeast Los Altos. Line 44-SAN JOSE-SARATOGA-LOS GATOS-BLOSSOM HILL (replaces former PEERLESS Line 14-SAN JOSE-LOS ALTOS VIA SARATOGA) is a partial belt route serving the southwest quadrant of San Jose and running from Valley Fair Shopping Center via Westgate Shopping Center, West Valley College, downtown Saratoga, downtown Los Gatos and Blossom Hill Road to Lincoln & Husted Aves. in south San Jose. Line 45-SAN JOSE-MILPITAS-BART/FREMONT is a north-south line running from BART's southern terminus in Fremont (Alameda County) via Central Fremont, Interstate 680 and central Milpitas to downtown San Jose (1st & Santa Clara). PEERLESS STAGES, INC. which operates between San Jose and Oakland via Fremont filed suit against SCCTD charging unfair competition and violation of the District's enabling act, but the suit was denied in court. Line 46-SAN JOSE-GILROY runs north-south from San Jose (1st & Santa Clara) via Monterey Highway, IBM Plant, Coyote, Madrone, Morgan Hill, San Martin and central Gilroy to Gavilan Junior College. Changes were also instituted on existing routes - Line 1-SAN JOSE-SANTA CLARA-eastbound coaches which terminated at Santa Clara St. and King Road instead of continuing to Linda Vista now run south along King Rd. to Eastridge Shopping Center in southeast San Jose during the hours the center is open. Base service is half hourly weekday and 40 on Saturday/Sunday on the Eastridge branch known as Line 1A. Westbound all coaches on the Santa Clara via Lexington branch now go to Kaiser Hospital giving 30 minute weekday base service and 40 minutely on Saturdays in lieu of the former 36-45 and 60 minute schedules. Since the Santa Clara via Main St. branch does not operate after 700 PM or on Sunday service to Kaiser on Sunday is 20 minutely rather than five midday trips and is every 45 minutes after 800 PM rather than no night service. Lines 3-LINCOLN AVE & 4-DELMAS AVE.- Prior to July 1 Line 3 terminated at Lincoln and Husted after 700 PM, this being the point where the daytime branches to Willowmont Ave. and Foxworthy Ave. separated. The line was further cutback on Sunday after 700 PM at Bird Ave. & West San Carlos St. Line 4 has not had evening service for some time now. Now Line 3 is rerouted daily after 700 PM from Lincoln & Curtner to extend over the outer portion of Line 4 via Curtner to Meridian Road. Line 11-LOS GATOS-SAN JOSE VIA SAN TOMAS had service increased from ½ AM trip (to San Jose) to one complete AM round trip. Line 12-SAN JOSE-LOS GATOS VIA SAN JOSE AVE. service is unchanged at one PM round trip from Los Gatos. Line 13-SAN JOSE-LOS GATOS VIA WINCHESTER BLVD. had service increased from ½ PM trip to two round trips. Line 14-SAN JOSE LOS GATOS VIA SARATOGA was partially replaced by Line 44 and existing Line 5. Line 15 SAN JOSE-LOS GATOS VIA UNION DISTRICT was increased from 3½ to 6 trips.

SANTA CLARA COUNTY TRANSIT DISTRICT Continued

Schedules on Lines 11, 12, 13 and 15 are combined and coordinated so a basic 60 minute headway is offered between San Jose and Los Gatos using two buses. Line 16 EAST FOOTHILLS which serves East San Jose consists of a large loop with service operated clockwise -16M-via McKee and counter clockwise-16T-viaStory. Before July 1 one bus serviced the line alternating directions around the loop so that each leg offered 120 minute service, but now two buses are used, both leaving 1st and Santa Clara at the same time and traveling the loop in ppposite directions. Line 18-SAN JOSE-MONTA VISTA/LOYOLA-Route 18M-SAN JOSE-MONTA VISTA redesignated Line 18 and increased from one round trip (to SJ in AM, from SJ in PM) to three round trips, two of which are extended to St. Francis High School in Mountain View which is the terminal of the Loyola leg. 18L-SAN JOSE-LOYOLA remaned 18A and increased from two trips to three. Now each branch has a 240 minute headway with 120 minute schedules on the common portions of each leg. One bus is used in the base with a tripper in the AM peak. Line 31-COLLEGE TERRACE-PALO ALTO VETS HOSPITAL-formerly basic service ended at College Terrace with six trips extended to Veterans Hospital thru Stanford Industrial Park Monday/Saturday. Now all weekday trips, except the first two AM and last two PM, operate to the hospit tal necessitating adding a second bus to the line and discontinuing its traditional thru routing with Line 32-STANFORD, an arrangement that dates from the old PENINSULAR RAILWAY streetcar days. Saturday remains unchanged and College Terrace trips now designated Line 31A. Line 32-STANFORD-MEDICAL CENTER-SHOPPING CENTER has been changed to thru route with Line 33-EAST PALO ALTO using 3 buses. An additional bus is used in peak hours and, as before, Saturday trips alternate and cut back at the Medical Center instead of continuing to the main Campus but service on the basic line has been improved from 50-70 minutes to half hourly. Line 34-MENLO PARK VETS HOSPITAL-the six weekday and five Saturday trips which cut back at the hospital rather than covering the Ringwood Ave. loop are now designated Line 34A. Saturday service is now thru routed with the Downtown Palo Alto-Stanford Center Shopper Bus. Only 15 of the 16 additional buses SCCTD acquired are AC TRANSIT TDH 4507s, the last being a Twin Coach TC 31 demonstrator painted in district colors, but unnumbered. Contrary to previous thought (WT 4/73) only ex PEERLESS 80 has joined the seven ex SAN JOSE CITY LINES buses in the "dead" line although exPSS buses 59, 60, 81 and 85 are inactive. Ex SJCL 3504 has been assigned to the Palo Alto routes. The next phase in SCCTD expansion plans calls for purchase of 90 new medium capacity (33-34 psgr) buses with Dial A Bus service for Sunnyvale, Mountain View and Los Altos.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: SFMRy has extended Line 43-ROOSEVELT on a 90 day trial basis from Masonic and Euclid north along Euclid, Presidio, through the Presidio Gate and via Presidio Blvd., Lincoln Blvd., West Halleck St., Gorgas Ave. and Lyon St. to the main Presidio Gate at Lombard St. for connections with GOLDEN GATE TRANSIT. Line 28-19TH AVENUE is also to be extended from its present northern terminal at Pershing Dr. and Lincoln Blvd. in the Presidio to the Golden Gate Toll Plaza.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: June 30 was the last day of operation for Line E-3-YALE/UNIVERSITY-KIOWA DR/LAKE MURRAY BLVD. (WT 5/73). Line O-OCEAN BEACH-SAN YSIDRO has had service to the border increased to a 15 minute headway with three trips per hour direct and one an hour via Del Sol Blvd. housing area.

DENVER METRO TRANSIT (DMT)

DENVER: DMT and union negotiators agreed upon a labor contract (WT 6/73) whichs grants operators 55 cents an hour over 28 months plus a guaranteed 13 cents Cost Of Living increase and increased health and welfare benefits. Several route extensions went into effect on June 11. Line 25X-MISSISSIPPI-DAHLIA EXPRESS is a new line serving the area between East Evans Avenue and Mississippi just east of the Valley Highway. Two AM and PM peak hour trips are operated to/from downtown. Line 26X-LEETSDALE-PARKER ROAD EXPRESS is a new line serving the southeast section of Denver in the Cherry Creek Dam area. The bus will the Regent Plaza apartment complex each weekday morning and travel via Parker, East Mississippi and Leetsdale to Monaco at which point it will operate express to 11th & Lincoln, thence via 16th and Lawrence downtown. Afternoons Line 26 leaves 17th & Lawrence at 507 PM for the southeast area. Line 60X-QUINCY-BEAR VALLEY EXP. was extended southward along Sheridan Blvd. to Quincy and Utica St. Following a series of court appeals the Colorado Supreme Court ordered DMT to resume operation of Line 83-OLIVET although it operates thru Wheatridge, Lakeside and unicorporated Jefferson County and has been operating at a loss (DMT is a city of Denver agency and the city charter prohibits a city service from being extended outside the city limits at a loss). The line was discontinued in 1971 and a complaint was filed with the Colorado Public Utilities Commission which prompted the court action. Line 83 has been started with a 90 minutely base and hourly peak hour headway.

PHOENIX TRANSIT CORP. (PTC)

PHOENIX: The City of Phoenix increased by $180,000 the subsidy to PTC to permit the addition of up to four hours of service on some PTC routes and effective July 1 most routes now operate between 500 AM to 800 PM rather than the former 600 AM to 600 PM. The city has also exercised its option (WT 6/73) to purchase 25 additional 47 seat Flxible coaches using a federal grant.

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: The Houston City Council has approved creation of a transit authority covering all of Harris County and the levying of a vehicle emissions tax to help finance the system. County voters will vote on both issues in a special election this fall. Consulting engineers have already proposed the city purchase RTL as the nucleus for an expanded bus system and the proposed rail system.

VALLEY TRANSIT COMPANY (VTC)

HARLINGEN: VTC, who operates an extensive suburban service in the Brownsville/San Benito/Harlingen/McAllen area, has applied to the Railroad Commission of Texas for authority to operate between the International Boundary near Hidalgo, Texas and San Antonio via U. S. Highway 281 serving McAllen and Edinburg and also for authority to originate charter service at all points along the proposed route. UNION BUS LINES, INC., a CONTINENTAL TRAILWAYS subsidiary, presently operates in the area involved as a part of its DALLAS-BROWNSVILLE service.

DO NOT FAIL TO SEND IN YOUR NEW ADDRESS IF YOU MOVE - THIRD CLASS MAIL IS NOT FORWARDED - DO NOT MISS ANY ISSUES OF WESTERN TRANSIT.

MEETING DATES

Next meeting - August 12th, 730 PM

Future meeting - September 9th, 730 PM

Location: 936 South Genesee Avenue
Los Angeles, California

¼ block north of Olympic
3 blocks east of Fairfax

Transportation: RTD Lines 4 and 89

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New Member - #127 - Jeff Ferris, Tiburon, California

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B & H TRANSPORTATION COMPANY (Dwight I. Spurgeon d/b/a)

FORT BRAGG: B & H has been granted a Class "B" Charter Party Certificate by the PUC to operate charters from designated points in the Fort Bragg area. B & H currently operates a route between Willits and Fort Bragg in conjunction with CALIFORNIA WESTERN RAILROAD. The firm's equipment includes one 1954 29 seat Flxible Clipper and one 1969 eleven passenger Ford Custom Club Wagon.

BEAR VALLEY DEVELOPMENT COMPANY, INC. (BVDC)

BEAR VALLEY: BVDC has been given a certificate to operate between Bear Valley and Mt. Reba between about November 15th and April 15th - the snow season under the name LAKE ALPINE WATER COMPANY. A 25 cent fare will be charged and service will be hourly weekdays between 800 AM and 500 PM and half hourly weekends and holidays using two 40 passenger International buses.

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.

Company	Vehicle Nos	Builder	Model/Serial	Notes
NEW EQUIPMENT				
AirporTransit	420-422	Flxible	571KE/FX434,-,-	1 door, 18 seat
CITRAN (Ft Worth)	101-165	Flxible	111DD-D05-1/ 57459-57523	
	201-215	Flxible	111DD-D05-1/ 57524-57538	
Tri Met (Portland)	700-719	Flxible	111DC-D06-1/ 57584-57603	42 seat
	800-819	GMC	T8H5307A/1187-1206	49 seat
Falcon Charter Service	36	GMC	P8M4905A/272	49, RR
Associated Charter Bus	5332-5334	MCI	MC7/ 5333 is Unit 12291, Serial 10116	
Greyhound Lines - West	7430-7459	MCI	MC7/-	43, RR
S F Municipal Railway	1	SFMRy	Single end Cable Car	29 seat
USED EQUIPMENT				
Consolidated Street Rwys	3004	GMC	PD4104/097	ExAdams 40
Great Western Stg Lines	3692	GMC	PD4104/3692	Ex APTR 304
Gray Line - San Francisco	S329-S334	GMC	PD4104/-,-,-,-,- 4741,4842	Ex GL-E
Santa Clara County Trnst District	1709,12,20	GMC	TDH4507/1469,1476,1477,	Ex
	1734,35,74	"	" 1496,1470,1516,	AC
	1778,88,99	"	" 1503,1501,1513	Trnst
Crew Transit	C109	GMC	TDH4801/223	ExRTD 6557
DISPOSITIONS				
Peerless Stages, Inc.	247	GMC	TDM4512/241	To pvt pty
Reno Bus Lines	109	GMC	TGH3102/699	To truck lot in Sparks
USED EQUIPMENT Contd				
Denver Metro Transit	260-269	GMC	TDH5303/1920,1924,1932,1937-39, 1947,1954,1975,2000	

Ex Dallas Transit System 5,9,17,21,22,23,31,38,59,84
Present 260-262 were originally numbered DMT 106-108

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Department Of Corrections -

ORANGE COUNTY TRANSIT DISTRICT 301-316 and SOUTHERN CALIFORNIA RAPID TRANSIT 1000-1099 and 7200-7276 do not have push button transmissions but rather toggle switch transmissions.

Add Member Mike McDonald to those riding Line 203-MANHATTAN BEACH MINI-BUS LOOP on the first day (WT 7/73)