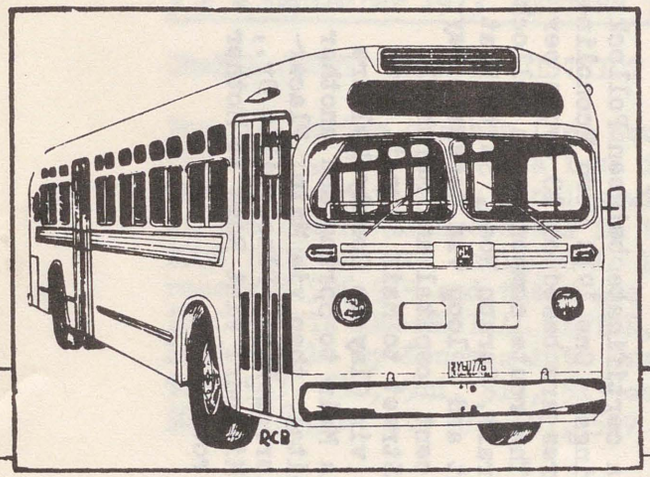


Western Transit

Monthly Publication of The Western Transit Society

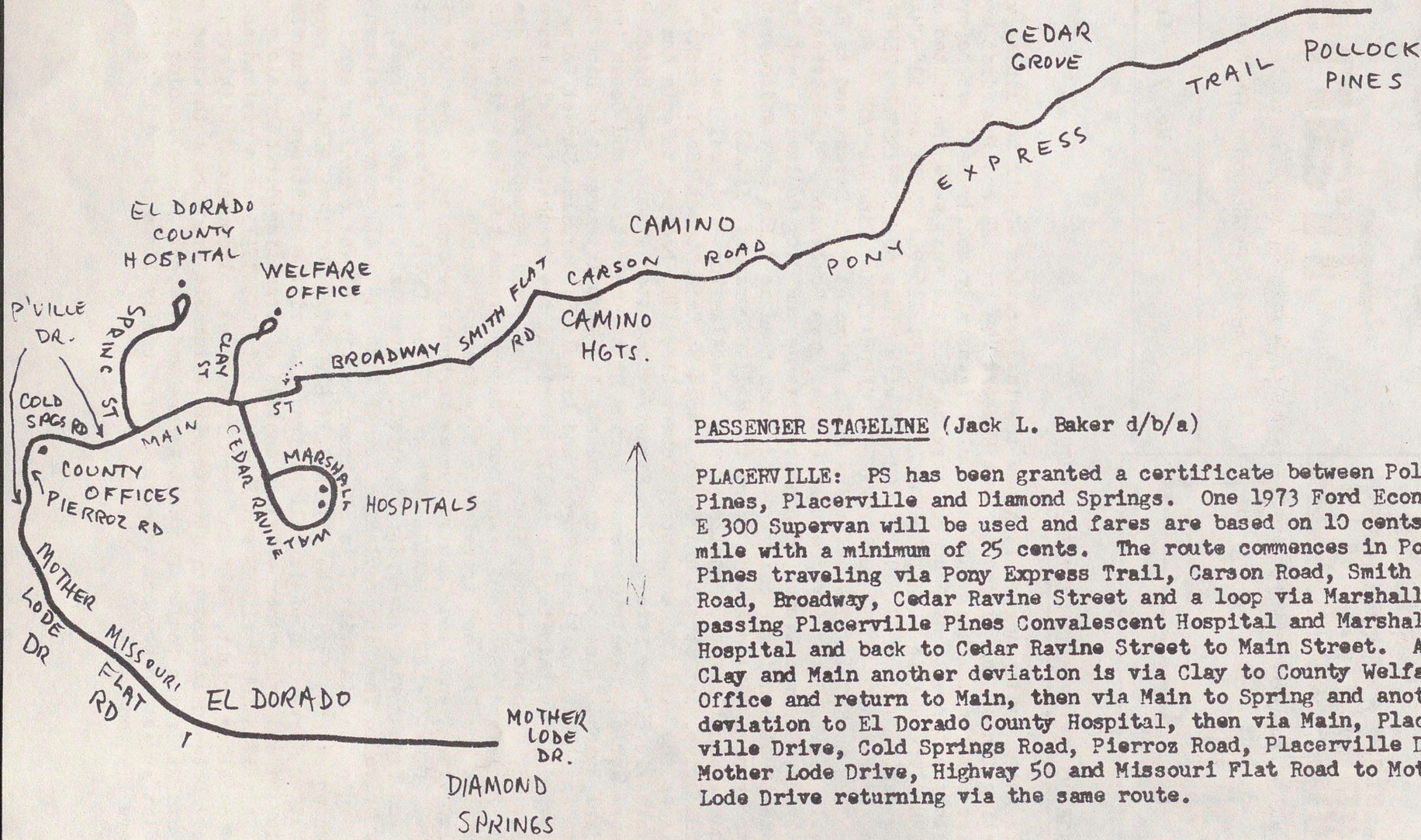
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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Monday August 13th saw the inauguration of six new lines, extension of two existing lines, the "loss" of Line Numbers 143 and 144 and the first use of the new 500 series Flxible coaches. New schedules (generally hourly headways before noon and 65 minutely after with half hourly service in Santa Ana) were instituted on all lines. Lines 49-THE CITY-BREA-LA HABRA, 50-KATELLA AVENUE, 116-PLACENTIA and 138-CHAPMAN AVENUE are being run by TOWN TOUR FUN BUS COMPANY with Lines 60-WESTMINSTER AVENUE and 64-BOLSA AVENUE being operated by SOUTH COAST TRANSIT CORPORATION. Line 41-HARBOR BOULEVARD was shifted from TTFB to SCTC. Line 49 begins in La Habra at Main Street and La Habra Boulevard and travels via La Habra Blvd/Central Avenue, Brea Boulevard, Birch Street, State College Boulevard, Chapman Avenue, Manchester Avenue and City Boulevard West into The City. Line 50 starts at Santiago Boulevard and Wanda Road in Villa Park and operates via Santiago, Meats Avenue, Tustin Avenue (thru the Mall Of Orange), Katella Avenue, West Street, Cerritos Avenue, Walnut Street, Katella Avenue, Los Alamitos Blvd/Seal Beach Blvd, Electric Avenue, Marina Drive, 1st Street and Ocean Avenue to Main Street (Seal Beach). Line 60, which replaces the West 17th segment of former Line 144, begins at Santa Ana Blvd. and Flower and travels via Flower Street, 17th Street/Westminster Avenue, Seal Beach Boulevard (serving Leisure World), Electric Avenue, Marina Drive, 1st Street and Ocean Avenue to Main Street in Seal Beach. Line 64, which replaces the West 1st segment of Line 144, also begins at Santa Ana Blvd. and Flower Street and travels Flower, 1st Street/Bolsa Avenue to Beach Boulevard in Westminster. Line 116 starts at the Orangefair Mall traveling via Harbor Boulevard, Chapman Avenue, State College Boulevard, Nutwood Avenue, Placentia Avenue, Yorba Linda Boulevard, Bradford Avenue and Chapman Avenue to Walnut Street (Placentia). Line 138 starts at The City and travels via City Drive, Chapman Avenue, Knott Avenue, Lampson Avenue, Valley View Avenue and Chapman Avenue to Knott returning to The City via Chapman and City Drive. Line 57-LAGUNA BEACH-SANTA ANA-MEDICAL CENTER was extended northward from Santa Ana and Flower via Flower Street, Civic Center Drive, Bristol Street, Memory Lane and The City Drive to The City replacing former Line 143. All service between South Coast Plaza and Santa Ana via Bristol is now known as Line 57 while similar service along South Main is known as Line 53. Line 133-ANAHEIM BLVD-STATE COLLEGE BLVD was rerouted in Fullerton to better serve Orangefair Mall by traveling via Lemon Street, Orangefair Drive, Harbor Boulevard and Orangethorpe Avenue instead of traveling directly along Lemon Street. Lines 145-EAST 17TH-SOUTH FLOWER and 146-EAST 1ST-GREENVILLE were revised and extended to Tustin. Service along Wright, Palm and Lyon Streets was discontinued with service now operating via Mabury between 1st and 4th Streets with alternate trips on both lines extended to Tustin via 4th St/Irvine Boulevard, Holt Avenue and Newport Avenue looping via Main, Centennial and 1st Street to Newport Avenue. Operationally Lines 49 and 138 & 60 and 64 are combined as are 145 and 146.

Jack L. Baker, dba,

PASSENGER STAGELINE



PASSENGER STAGELINE (Jack L. Baker d/b/a)

PLACERVILLE: PS has been granted a certificate between Pollock Pines, Placerville and Diamond Springs. One 1973 Ford Econoline E 300 Supervan will be used and fares are based on 10 cents per mile with a minimum of 25 cents. The route commences in Pollock Pines traveling via Pony Express Trail, Carson Road, Smith Flat Road, Broadway, Cedar Ravine Street and a loop via Marshall Way passing Placerville Pines Convalescent Hospital and Marshall Hospital and back to Cedar Ravine Street to Main Street. At Clay and Main another deviation is via Clay to County Welfare Office and return to Main, then via Main to Spring and another deviation to El Dorado County Hospital, then via Main, Placerville Drive, Cold Springs Road, Pierroz Road, Placerville Dr., Mother Lode Drive, Highway 50 and Missouri Flat Road to Mother Lode Drive returning via the same route.

ORANGE COUNTY TRANSIT DISTRICT Continued

The 500 series coaches (see Equipment Report) are quite similar to the 300 series (WT 4/73), but do have a fast idle switch to allow the coaches to stand idle with the air conditioning running without the tendency to overheat. The official name of the redish/orange seats in both series is poppy. 501-504 were assigned to TOWN TOUR and are assigned to Lines 49/138 (one) and 50 (three). SOUTH COAST received 505-515 and these are assigned to Lines 53-SANTA ANA-BALBOA, 57-LAGUNA BEACH-SANTA ANA-MEDICAL CENTER, 60 and 64. The buses were driven out from Loudonville by Kenosha Auto Transport, Inc. and arrived over a four day period - 502, 503, 510, 511, 512, 513 and 514 arrived August 3rd, 501, 504, 505, 506 and 508 on August 4th and 507, 509 and 515 came in August 7th.

SOUTH COAST AREA TRANSIT (SCAT)

Ventura: The cities of Ventura, Oxnard, Ojai and Port Hueneme have joined hands to form SCAT which will merge VENTURA TRANSIT LINES and OXNARD MUNICIPAL TRANSIT LINES and which is expected to be operating about January 1st. Present VTL and OMTL employees will become SCAT employees retaining present wages and benefits. A new line, operating hourly between Oxnard and Ventura is planned. Beginning at the Oxnard Plaza it would serve the Esplanade Shopping Center, Ventura College, Buenaventura Fashion Center and the health care agencies in Ventura. OMTL currently has a line, ESPLANADE-VENTURA, which operates five round trips Monday thru Friday and three on Saturday between downtown Oxnard and Ventura College.

BENICIA STAGE LINES (James Flannery d/b/a)

BENICIA: BSL has filed to operate between Benicia and Vallejo with several route variations in Vallejo to serve the local hospital and the downtown area. Six trips per day Monday through Saturday are proposed with a 50 cent one way fare and two new 12 passenger Ford Econoline Vans would be used. The City of Benicia would pay BSL $13,950 per year as subsidy for this operation. An unusual feature of this application is that local passengers would be handled within the area served by VALLEJO TRANSIT LINES, but BSL has agreed to remit all such revenue to VTL so as to remove any protest on the part of VTL. Benicia has been without any public transportation since BENICIA-VALLEJO STAGE LINE ceased operation some ten years ago (after some nearly fifty years of operation). At one time the city was on the main line between San Francisco and Sacramento, but lost that distinction when the Carquinez Bridge was opened in 1927.

PINK BUS LINE (PBL)

LA HABRA: PBL and ORANGE COUNTY TRANSIT DISTRICT settled their operating rights dispute with OCTD paying PBL $24,000 for their rights, but which allows PBL to retain its assets and continue operating on Beach and Harbor Boulevards. PBL can no longer object to OCTD running on either street and all law suits in this case will be dismissed. In July PBL received PUC authority to operate their Line 2-HARBOR BOULEVARD and began running four daily round trips from Brea to Newport on July 26th. Beginning and Brea Blvd. and Central Ave. buses travel via Brea Blvd., Harbor Blvd., Newport Blvd. to 23rd St. returning via Balboa Blvd., 32nd St., Newport Blvd., Harbor Blvd. and Brea Blvd. to Central Ave. The line is restricted against handling local passengers south of Talbert Ave. and Harbor Blvd. to and including Newport Beach.

BAY ARE RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: A thirty day strike (July 2/August 1) of BART employees ended with workers receiving an average 11 per cent increase in wages and fringe benefits during the three years of the contract. The strike was called by United Public Employees Local 390 which represents 800 maintenance and clerical workers and Amalgamated Transit Union Local 1555 which represents 300 train operators and station attendants. A key issue in the dispute - equal pay for equal work - was settled by a system of graduated pay increases whereby the lower rated workers will reach the level of the other employees within 18 months. Because of federal requirements that employees coming to BART from other systems such as GREYHOUND LINES-WEST or A C TRANSIT where they were displaced because of the new BART service must continue to receive their former wages, they were making considerably more than those employeed directly by BART. A tenth paid holiday, a doubling of the $5,000 life insurance policy, a union shop clause, two consecutive days off per week, five weeks vacation after twenty years and, in the last year of the contract, three weeks vacation after one year, were among the fringe benefits received. The first BART train to run from Oakland to San Francisco did so in mid August - a three car train with BART officials, newsmen and technicians on board traveled between Oakland (7th Street) and San Francisco (Montgomery Street) in just under seven minutes at speeds up to 70 MPH. Transbay service is presently scheduled to begin next year although service between downtown San Francisco and Daly City is being planned for late this year.

BUD'S LIMOUSINE SERVICE, INC. (BLS)

HOLLYWOOD: BLS has filed for a certificate to operate between Hollywood and Universal Studios on a sightseeing basis (where origin and destination is the same point). Fares would be $8.00 for adults, less for children, with two winter daily trips and four summer trips per day. The certificate would be restricted to 7 passenger vehicles. GRAY LINE OF LOS ANGELES has protested this application and hearings have been scheduled. On June 29th an amendment was filed seeking a certificate to serve Busch Gardens with the same restrictions and so far GLOLA has not filed a protest in this case. On August 14th a second amendment was filed seeking a corporate name change to STARLINE SIGHTSEEING TOURS, INC. BLS currently holds a certificate covering certain sightseeing operations originating in the Hollywood area on a sightseeing basis.

SOUTH SAN FRANCISCO TRANSIT SERVICE, INC. (SSFTS)

SOUTH SAN FRANCISCO: SSFTS has filed an application for service between Daly City, South San Francisco, San Bruno and San Francisco International Airport with service primarily for SFO employees although local intermediate points along the routes will be served. Five routes, all very winding and circuitous are proposed, three to operate on a 45 minutely headway, the others hourly Monday to Friday on a 25 cent fare with 10 cent transfer charge. Three Dodge Vans would be used. NORTHGATE TRANSIT, INC. has protested the applications and hearings have yet to be held.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The reverse bus only lane on U. S. Highway 101 (WT 4/73) has now been extended northward an additional mile - crossing Richardson Bay Bridge ending near Seminary Drive. Bus commuters are saving about 20 minutes a day using the bus lane.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A second summertime beach service, Line 179-COMPTON-PLAYA DEL REY, was started Sunday August 19th and will operate until Saturday September 15th. Operated out of Division 12 using one 2100 class coach (D 12 has 2168-2172, all radio equipped) the line has three westbound and two eastbound trips. Westbound buses leave Dominguez High School at 900 AM, 1100 AM and 100 PM and eastbound buses depart the beach at 215 PM and 400 PM. Beginning at Paramount's Dominguez High School (Myrrh St and Hunsaker Ave) buses travel via Hunsaker Ave., Alondra Blvd., Willowbrook Ave. (east roadway), Myrrh St., Acacia Ave. (passing Compton High School), Alondra Blvd., Central Ave. (passing Centennial High), El Segundo Blvd., San Diego Freeway, Imperial Highway and beach roadways to Parking Area 3 at Dockweiler State Beach where a special parking slot has been painted for RTD buses. The three high schools are the only pick up points. Returning buses use beach roadways, Imperial Highway, La Cienega Blvd., San Diego Freeway, El Segundo Blvd., Central Ave., Alondra Blvd., Acacia Ave., Indigo St., Willowbrook Ave. (west roadway), Alondra Blvd. and Hunsaker Ave. to Myrrh St.

The City of Claremont's subsidized extension of Line 195-GAREY AVENUE into North Pomona and Claremont (WT 6/73) was discontinued with August 19th. Buses have returned to the former loop via Garey Ave., Foothill Blvd., Harrison Ave., Sumner Ave. and Bonita Ave. to Garey Ave. Half hourly weekday and 80 minutely Saturday schedules continue.

The last class of Pairies (2200s) to receive the RTD chrome yellow and champagne gold paint scheme have started to be painted with 2204 and 2211 getting splashed. Coaches 1200, 1202 and 1204 (TDH 3301s) are also getting painted yellow from the Eastern Cities Transit blue with the remaining three 1200s scheduled to be painted soon. Like 4334-4341 these coaches will retain their ECT logos.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Thursday August 9th saw the delivery of the first of SMMBL's new coaches as 4908 (T8H5307A/1229) arrived sporting EIP, air conditioning, toggle switch transmission and 49 bucket type pedestal type seats in blue and black tones. The completion of the order for 25 T8H5307As (4901-4925) and 5 T6H4523As (4201-4205)which have 42 seats) had been delayed about three weeks because of a strike at American Seating Company which supplied the seats for these coaches. With the initial arrival of the 4900s the five remaining 5100s (TDH 5105s numbered 5109-5113) have been placed into storage awaiting sale and so SMMBL is now an all "New Look" property. 4555-4566 (TDH4517s) and 5309-5316 (TDH5301s) have been or will be sold upon arrival of all new buses and the fleet will then consist of the following coaches: 4101-4102 (SDH 4502), 4201-4205 (T6H4523A), 4567-4571 (TDH 4519), 4572-4573 (TDH 4519, A/C), 4574-4577 (T6H 4521A), 4901-4925 (T8H 5307A), 5317-5326 (TDH 5301), 5327-5366 (TDH 5303) and 5367-5377 (T6H 5305). An application for federal assistance in the purchase of 17 additional buses is now in the hands of DOT. SMMBL has introduced a reduced fare program for senior citizens. With a SMMBL identification card men over 65 and women over 62 can ride within one zone for 15 cents with additional zones continuing to cost 5 cents. Fares are valid Monday/Friday between 900AM/300PM and 700PM/midnight and on Saturday/Sunday between 500AM and midnight.

REGIONAL TRANSIT (RT)

SACRAMENTO: Operations of Line 18-RANCHO CORDOVA-SUNRISE MALL were revised on August 17th so that through trips operating over the regular route are still known as Line 18 while rush hour trips to/from La Riviera and Folsom is now Line 28 and peak hour trips operating over the freeway as far as Bradshaw Road are now Line 38. The former Line 28-9TH ST. FREE SHUTTLE has been combined with Line 29-10TH ST. FREE SHUTTLE to form a new Line 29-8TH ST. FREE SHUTTLE operating during PM rush hour on State workdays. The new line will travel from 12th and N Streets via 12th, P St., 8th St. to J St. returning via 9th St. and N St. to 12th using one bus. RT has now taken delivery of all thirty TDH 4801s from American International Bus Exchange (WT 8/73):

RT No.	Serial	RTD No.	RT No.	Serial	RTD No.
4801	TDH4801/051	2950	4816	TDH4801/224	6558
4802	" 166	6500	4817	" 240	6574
4803	" 168	6502	4818	" 245	6579
4804	" 171	6505	4819	" 246	6580
4805	" 172	6506	4820	" 248	6582
4806	" 173	6507	4821	" 249	6583
4807	" 174	6508	4822	" 251	6585
4808	" 177	6511	4823	" 252	6586
4809	" 180	6514	4824	" 253	6587
4810	" 184	6518	4825	" 255	6589
4811	" 185	6519	4826	" 260	6594
4812	" 190	6524	4827	" 261	6595
4813	" 192	6526	4828	" 263	6597
4814	" 199	6533	4829	" 264	6598
4815	" 203	6537	4830	" 265	6599

PROPOSED INTRA CITY MUNICIPAL BUS SYSTEMS

Four Southern and one Northern California cities are planning or operating small size bus systems within their borders. CUDAHY MUNICIPAL BUS SYSTEM, with two ex U. S. Postal Service Ford Econolines being refurbished to seat 12 passengers, started on August 20th with one bus making a circular route covering every residential street in the city during its 50 minute round trip Monday/Friday between 900 AM and 400 PM. A ten cent fare is charged unless you are a Cudahy resident over 50 years who ride free. The City of Bell Gardens was scheduled to begin its own bus system using two 1967 small size buses (make unknown) on September 1st. One bus would operate over a 17.3 mile route on an 80 minute headway charging a 20 cent fare. The City of Norwalk hopes to be running its bus system by December 1st. Current plans call for about a dozen vehicles, capable of carrying between 20 and 30 to cover five routes, Imperial Highway, Rosecrans Avenue, Alondra Blvd/ Excelsior Drive, Pioneer Blvd/San Antonio Dr and Studebaker Road which would run Monday/Saturday from 700 AM to 1000 PM. Final plans have yet to be decided. The City of Whittier is studying an On Call type bus service, contracting with RTD to provide expanded service within the city and operating a fixed route system within the city using city personnel. Menlo Park has called for bids on six 19 seat buses to provide that city with a four route city bus service to be operated by a private company on a contract basis. The four routes, MIDDLEFIELD ROAD, SANTA CRUZ AVE, WILLOW ROAD and RAVENSWOOD would all begin at the Southern Pacific Depot. PENINSULA TRANSIT LINES operated a two route city bus network using one Ford Transit in 1964-1965 under contract with the city (TB 4/64).

GRAY LINES OF LOS ANGELES (GLOLA)

LOS ANGELES: For this summer's "Symphonies Under The Stars" at the Hollywood Bowl GLOLA operated a Park-N-Ride service between Universal Studios parking lot at Barham Blvd. and Forest Lawn Drive and Hollywood Bowl's Box Office Concourse via Barham and Cahuenga Boulevards under contract with the Hollywood Bowl Association. Service operated every ten minutes between 600 PM and 830 PM and for $1 patrons were able to park their cars and ride the bus to and from the Bowl. 4800 series TDH 4801s were used by GLOLA on this service.

TAMALPAIS STAGE COMPANY (S. D. Hooper d/b/a)

SAN RAFAEL: TSC was granted a certificate to operate between San Rafael and Richmond last October. As a part of PUC regulations a certificate holder shall file tariffs, time schedules and evidence of insurance before service is started. Mr. Hooper never filed any of the required documents and after indicating that he did not intend to do so the Commission revoked the certificate. GOLDEN GATE TRANSIT and A C TRANSIT are presently studying proposed service between these cities over the San Rafael Bridge (WT 4/73).

TREZONA'S CHARTER SERVICE (M. H. Trezona and M. R. Trezona d/b/a)

ORANGEVALE: TCS has filed a request to operate a five days per week commute service between Roseville and San Francisco, a distance of 91.5 miles each way - this is believed to be the all time record for distance commuting, at least in California. The bus would depart from Roseville at 530 AM, make stops in North Sacramento along Arden Way and Watt Avenue, then operate non stop to San Francisco, Three stops would be made in San Francisco between the Bay Bridge and McAllister & Larkin Streets. The San Francisco departure would be 445 PM with a 715 PM arrival in Roseville. Fares from Roseville would be $25 a week with $23.75 from Sacramento points. TCS equipment is listed as three GMC PD 4104 coaches -

PD 4104/1264	1954	41 seat	W37682	ex Greyhound 7256II
PD 4104/3220	1958	39 RR	W27547	ex Greyhound 8648
PD 4104/	1960		W12789	

THE FLXIBLE COMPANY

LOUDONVILLE: Flxible has adopted a new system for designating the model number of its coaches - five digits followed by one digit followed by one digit. The first two numbers indicate the maximum seating capacity of the coach and the next three its width. The first single digit indicates the size of the engine (6 or 8) and the second single digit is the number one (1) if the bus is air conditioned. OCTD 501-515 (See Page 10) which would seat 45 in normal transit configuration, are wide have V8 engines and air conditioning are model 45102-8-1.

THE BUG LINE (ARIZONA STATE UNIVERSITY)

PHOENIX: Two ASU students operating as B. S. ENTERPRISES with a small financial assist from the City of Phoenix and $20,000 worth of advertising, intend to run a second BUG LINE between Phoenix and the ASU campus in Tempe patterned after San Diego's successful operation (WT 8/72, 3/73). Their two buses will be equipped with fiberglass tops to resemble bugs and will run from Chris-Town Center on 19th Avenue, Thomas Road and Scottsdale Road to the ASU campus also serving West High School, North High and Phoenix College whose students will be able to ride.

EL PASO CITY LINES (EPCL)

EL PASO: EPCL Line 1-EL PASO-JUAREZ, "The International Carline", has stopped running and judging from all events that have since happened it is doubted that EPCL will be operating transit service in Juarez in the future. The Santa Fe Street Bridge (known as Paso del Norte Bridge) over the Rio Grande River was owned by a Mexican subsidiary of EPCL and thus under the regulation of the Mexican government which has refused EPCL's request to raise tolls (currently 3 cents for autos and 1 cent for pedestrians) and streetcar fares. The bridge cost $211,752 to operate last year with revenues of $92,607 and the streetcars cost $53,191 to operate in Juarez against revenues of $36,170. EPCL officials decided that the bridge should be free and announced this would take place on July 26th and the 14 employees of the bridge would be terminated. These actions took place and on July 30th the former employees set up a picket line at the south end of the Santa Fe bridge and kept EPCL streetcar 1516 from returning to El Paso. On August 2nd the Communications and Transportation Department of the Mexican Federal Government revoked the 1903 franchise providing for a streetcar line to be operated by EPCL and the National Properties section of the government took control of the toll bridge employing the former bridge employees and reinstituting the toll charges. EPCL has now disposed of the remaining older buses in the fleet - 4087-4111 and 4127-4133 (ex NOPSI TDH 5105s) and 4164-4188 (ex SCRTD TDH 5103s). It is unknown at this time what company will eventually provide service between El Paso and Juarez, but as EPCL has always used its older equipment for this purpose it would appear they do not plan such a move.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: Line 77-EAST-WEST TRANSFER was discontinued on September 1st after a three month trial during which the line only carried 150 daily riders, less than 6 per cent of the service's capacity. Saturday schedules on the DUNTHORPE line has been discontinued, but the line will continue on an experimental basis running along the west side of the Willamette River to the community of Dunthorpe, north of Lake Oswego. The experimental WILSONVILLE-MOUNTAIN PARK line is showing a steady increase in patronage and will continue operating for now. Beginning on September 4th eight trips a day were extended through Linnton to Sauvie Island via St. Johns and the St. Johns Bridge on a trial basis. All TRI MET routes numbers are now being displayed on headsigns although the numbers have been shown for some time in the bus route section of the Portland Yellow Page Directory.

MASS TRANSIT LINES, LTD. (MTL)

HONOLULU: Two express bus routes were inaugurated on August 21st during peak hours, each line operating on a fifteen minute headway using seven coaches. The first route begins at Wainiha Street and Lunalilo Home Road traveling via Wainiha, Lunalilo, Wailua, Hawaii Kai Drive, Kalanianaole, H-1 Freeway, Vineyard Blvd., Pali, Bishop, Queen, Alakea and terminate at Alakea and Beretania. The second route starts from Lunalilo and Kalanianaole via Lunalilo, Anapalau, Kekupua, Kaumakani, Lunalilo, Wailua, Hawaii Kai Drive, Kalanianaole and the freeway into downtown Honolulu. Additional express routes in the Honolulu area are now under consideration.

MEETING DATES

Next meeting - October 14, 730 PM

Future meeting - November 11, 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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* *

CLUB NEWS

The tenth anniversary celebration of WTS was held on August 25th and featured an excursion and dinner. Using CONSOLIDATED STREET RAILWAYS' 2801 (TDH 5103/303) the group first visited SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT'S South Park Shops and were hosted by RTD's Superintendent of Maintenance George Powell who gave the visitors an in depth look at the district's main maintenance facility. Next we visited CULVER CITY MUNICIPAL BUS LINES garage where we were hosted by Director of Transportation (and WTS Member) Bob Burrowes. An impromptu visit to SANTA MONICA MUNICIPAL BUS LINES gave us the opportunity to inspect SMMBL's new buses (see Page 5). Dinner was held at the Thistle Inn in the Silverlake area and after dinner entertainment featured Jerry Squier's slides of California transit properties as they were in 1963 and a pictorial review of the first fifteen WTS excursions.

MUNICIPAL RAILWAY SURVEY 1969-1970 now available - $4.00. Includes six pages of photos, four pages of diagrams and four maps plus eight pages of text, roster and other data - order yours now.

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				
Orange County Transit	501-515	Flxible	45102-8-1/57604-57618	36 fwd facing seats
A C Transit	810-864	GMC	T6H4523N/348-402	42 ped. seats
City of Tucson Transit Sys	7312-7321	GMC	T6H4523A/411-420	
Continental Western Lines	(14540-14544	B&C	05SE/8965,66,67,	LA-Albq-NYC
	(		72,73	Pool
	(14545-14551	B&C	05SE/1958,63,68,	LA-SF-Portland
	(		70,71,88,89	Pool
USED EQUIPMENT				
Regional Transit	4801-4830	GMC	TDH4801/mixed	ExPTD (See Pg 7)
Arrow Charter Lines	497	GMC	TDM4801/048	ExGLW 9497
Melni Bus Service	303	GMC	PD4104/2822	ExCST C5642D
Mark IV Charter Lines	449	GMC	PD4106/962	ExGLW 7732
Guiton Charter Lines	4202	GMC	PD4106/969	ExGLW 7739
Brock Bus Lines	521	GMC	PD4106/1317	ExGLE 6365
Roesch Lines III	420	GMC	PD4106/1905	ExLTR 146
Intl Sightseeing Tour		GMC	PD4107/1154	ExTUI 120
Town Tour Fun Bus Co II	714	GMC	TDH5301/3117	Ex SMMBL 5315
San Francisco Muni Rwy II	2359	Mack	C49DT/2017	Ex 2657, now 32 seater
American Buslines-LA Div	25567-25575	B&C	05SE/7474,7499, 7735,7736, 7985-7988,8157	ExABL-SW 26506,7 26508-9, 26512-16
DISPOSITIONS				
Gardena Municipal Bus Lns	34	GMC	TDH4512/303	To pvt party
Torrance Transit System	332	GMC	TDH4512/740	To pvt party
South Coast Transit Corp	1743	GMC	PD4107/1038	To Gray Line-Chicago
Greyhound Lines-West	(7519	GMC	PD4104/4497	To pvt party
	(8186	GMC	PD4501/449	To 1st Bapt Church of Temple City
Leisure Sghtsng & Charter	(222	GMC	PD4106/112	To pvt party
	(4503	GMC	PD4501/975	To pvt party

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