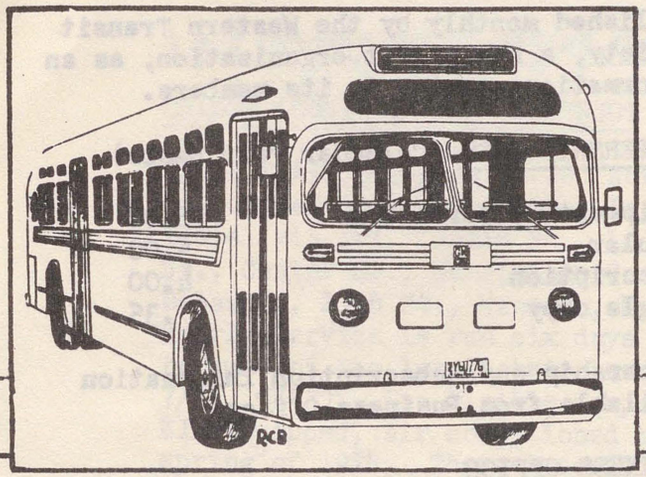


Western Transit

Monthly Publication of The Western Transit Society

Vol. 11 No. 10 October 1973

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Several route changes were instituted over the Labor Day weekend. On Sunday September 2nd Lines 20-CANDLESTICK COVE and 29-VISITACION VALLEY were combined into a new Line 29-VISITACION. From Lathrop and Gillette buses travel Gillette, Blanken, Bayshore, Visitacion, Rutland, Sunnydale, Schwerin, Velasco, Santos, Blythdale, Brookdale, Sunnydale, Hahn, Leland, Sawyer, Visitacion, Rutland, Tioga, Delta, Wilde, San Bruno and Mansell to Visitacion. This "new" route is similar to the former Line 29-WILDE-CANDLESTICK (prior to June 20, 1971) although it continued service to the Geneva Towers highrise apartment complex and the more remote portions of the Visitacion public housing area. Line 28-19TH AVENUE was extended from the Pershing Loop to the Golden Gate Bridge Toll Plaza and the Marina District weekdays only between 630 AM and 900 PM. Buses will operate via Pershing, Lincoln Blvd., Merchant St., through the Toll Plaza, Lincoln Blvd., Sheridan, Grahem, Lincoln Blvd., Letterman Dr. (through the Presidio), Lincoln Blvd., Lombard St., Lyon, Greewich, Broderick, Francisco and Divisadero to Chestnut St. This change will now permit connections with GOLDEN GATE TRANSIT buses for passengers from the Sunset and Richmond districts. Line 11-HOFFMAN was changed on outbound trips only to operate via Forest Hill Station. Outbound buses will travel the regular route to Hoffman and Grand View, thence via Grand View, Clipper, Portola, Frontage Road, Glenview, Portola, Woodside, Laguna Honda Blvd., Woodside, Portola, Clipper, Grand View, 21st St., and Douglass to 24th Street. This extended service runs Monday/Friday between 600 AM and 700 PM. Flyer trolley coach 5002 has arrived on the property after being electrically equipped at General Electric in Oakland. The bus arrived numbered 5200, but was quickly changed. It looks basically like the 5001 except that it has air assist push type double rear doors and has only 44 American brand seats with single seats on the right side and fibreglass seats in the rear. The bus is Model E700A, Serial 0273269 (See Equipment Report). The latest San Francisco Yellow Pages telephone directory, in addition to containing SFMRy transit information, also contains similar information for BART and GOLDEN GATE TRANSIT. The GGT section shows the proposed ferry terminal in Larkspur (June 1974 opening). New this year in the SFMRy section is a service table showing headways on all Muni lines for each day of the week and the listing of Line 42X-NAVY YARD EXPRESS in the route section and on the map. Also shown are Lines K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW operating along 17th Street.

REDDING BUS LINES (W. T. Chastin d/b/a)

REDDING: RBL has been awarded a certificate to operate between Redding, Anderson and Bonnyview (WT 7/73).

MEETING DATES

Next meeting - October 14, 730 PM

936 South Genesee Avenue
Los Angeles, California

Future meeting - November 11, 700 PM

Assembly Room
Culver City Municipal Bus Lines
9815 West Jefferson Boulevard
Culver City, California

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WESTERN TRANSIT

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CLUB NEWS

In accordance with actions taken at the September meeting both the time and location of the Regular Meetings will change effective with the November 1973 meeting. The time of the meeting will be advanced thirty minutes (to 700 PM) and the location will be changed to the Assembly Room located on the second floor of the CULVER CITY MUNICIPAL BUS LINES office and garage, 9815 West Jefferson Boulevard, Culver City, California. General Manager Loren Joplin has offered to transport those without transportation from our present meeting location (936 South Genesee Avenue, Los Angeles, California) to the new location. The organization owes a debt of thanks to Member Lazear Israel for making his home available for our Regular Meetings since August 1967, a total of 75 meetings, well over half of our Regular Meetings.

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

If you move be sure to send in your new address -- third class mail is not forwarded and you could miss WT.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Using three 200 series coaches Line 29-BEACH BOULEVARD began running on Tuesday September 11th. Beginning in La Habra at 1st and Main Streets buses travel via 1st, Euclid St., La Habra Blvd., Beach Blvd., McFadden Ave., Gothard St., Center Dr., Huntington Center roadways, Edinger Ave., Beach Blvd., Main St., Delaware, 17th St., Mansion, Main St. looping via Olive, 3rd and Walnut to Main. Hourly service is run six days a week. Inauguration of Line 29 was delayed because of the legal obstacles between OCTD and PINK BUS LINE, now resolved (WT 7/73, 9/73). The Flxible Company was the low bidder on a contract for 63 new EIP equipped, air conditioned buses to be numbered 601-663 for delivery in the spring of 1974. These buses will have 36 forward facing seats and package racks, similar to the 300s and 500s. Total purchase price is $3,145,316.80 including sales tax, delivery charges and spare parts. AM General Corporation was the only other bidder. With this order the district will have obtained 109 new Flxible buses in approximately 18 months. Coaches 2075-2077 (TDH 4509s) and 2489 and 2660 (TDH 3714s) have been taken off the roster and placed in storage. The buses had been used as spares on all the Santa Ana local lines in the late summer and the 4509s spent the first part of the summer on Line 41-HARBOR BOULEVARD working as extra sections.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: The Hidden Valley leg of Line 8-CALLE REAL was discontinued in early June. Service on the remaining portions of the line, Winchester Canyon and General Hospital, has been adjusted to a 90 minutely headway. SBMTD's plans for a Dial A Ride service are being held in abeyance to watch the outcome of YELLOW CAB OF SANTA BARBARA's new Dial-A-Bus service using a natural gas powered 15 passenger small bus (make and model presently unknown) and two 7 passenger Vans. Service runs Monday/Saturday between 700 AM and 700 PM at a 50/60 cent fare. The Dial-A-Bus area is bounded by Foothill Rd., Alameda Padre Serra, Cabrillo Blvd., Shoreline Dr., Las Positas Rd., Pasetas Lane, La Colina Rd and La Cumbre Road.

MARK IV CHARTER LINES (MCL)

CARSON: MARK IV has received PUC authority to operate three routes to Mammoth Mountain ski area. All routes will operate to Mammoth on Friday evenings and return on Sundays at 300 PM. Route 7 will depart Torrance at 745 PM also serving West Los Angeles, Sherman Oaks and Northridge. Route 8 will leave Montclair at 725 PM also serving West Covina, Rosemead and North Hollywood. Route 9 will serve Newport Beach, Costa Mesa, Long Beach and Cerritos. Fares on the Torrance route will be $19 with $20 on the two other routes.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: A new paint scheme has been introduced on two CCMBL buses, 450? (a TDH 4517) and 5102 (a TDH 5303) to replace the present allover pale green. The new colors consist of a white roof, the black window treatment around the side windows, a wide bright green belt rail and silver below. The front and back are white with the green (from the belt rail) running across the front just below the front windshield. RTD style fleet numbers have also been applied to the buses. The rest of the fleet will be repainted in the near future.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT instituted a number of route changes on September 9th. Line 12-WEST 14TH ST-OAKLAND ARMY BASE will be divided in West Oakland at 14th and Cypress and one branch will continue over the present route to Oakland Army Base. The other branch will travel along Cypress Street to BART/West Oakland at 7th and Maritime Streets and then on to the Army Base. Line 12 will no longer serve the Oakland Naval Supply Center, but Line 83-WEST OAKLAND-EAST 14TH STREET LOCAL will be extended along 7th Street. Line 60-EAST 14TH-MISSION BLVD. will be rerouted from BART/San Leandro via West Juana Ave., Clark, Davis and East 14th to BART/ Bay Fair, then via Coelho Dr., Mooney Ave., Bayfair Dr. and East 14th to Hayward. Line 88-WEST BERKELEY-NORTH OAKLAND will also be divided in West Oakland. Upon arrival at 12th and Peralta Streets buses will alternate - either via Peralta and 7th Streets to BART/West Oakland or via 12th and Wood Streets to Southern Pacific Station. Although BART is not yet operating thru West Oakland it was decided to inaugurate the changes ahead of time so that patrons will be aware of the bus service. The weekday headway of Line 91A-CAL STATE-HAYWARD was changed from half hourly to every twenty minutes.

ODYSSEY BUS LINES, INC. (OBL)

SHERMAN OAKS: OBL is now operating after having purchased a dormant Class A Charter Party Certificate from A 1 CHARTER LINES (D. M. Carson dba). The certificate became TCP 209-A. Although only one 1971 fourteen passenger Dodge Sport Van was listed as the firm's equipment in the application OBL has since been observed operating at least one PD 4106 (See Equipment Report).

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Following approval of the Public Utilities Commission GLW raised California intrastate intercity passenger fares and package express rates by 5 per cent on August 20th. Minimum fare is now 55 cents (WT 2/73, 3/73). During September GLW was displaying its newest intercity, the MC-8, manufactured by Motor Coach Industries and the successor to the MC-7. Dubbed the "Americruiser" the buses feature 43 reclining seats, have automatic transmissions and have the black window effect on the side windows. The engine, transmission and other parts remain the same and styling is the principal in the two models. The head-sign has been placed inside the right front windshield. The rear window has been blacked out with the coach number and Greyhound dog insignia placed in that area.

BELL GARDENS MUNICIPAL BUS SYSTEM (BGMBS)

BELL GARDENS: Saturday September 1st was the opening day for BGMBS. The system consists of four routes criss crossing each other so that no point in the city is unserved. Bell Gardens is only 1.2 square miles in area. A twenty cent fare is charged and exact fare is required. Main fare boxes are used and cash is turned in to the Police Department. Although the system is to have two buses on opening day only one 19 seat Minibus (MB 71352) was observed. It has a white and blue striped roof, white above the belt rail and blue below with a row of white polka dots just above the rub rail. The bus is radio equipped and Dodge powered. Triangular shaped bus stop signs, white printing on a light blue background, are being placed throughout the city. Although the system operates five days per week instead of the usual Monday/Friday BGMBS runs Tuesday/Saturday.

REGIONAL TRANSIT (RT)

SACRAMENTO: Lines 90-SACRAMENTO STATE UNIVERSITY-AMERICAN RIVER COLLEGE CROSS-TOWN, 91-TOWN & COUNTRY-FULTON AVENUE FREEWAY EXPRESS and 92-AMERICAN RIVER COLLEGE FREEWAY EXPRESS commenced on September 10th with the pull out of Coach 4803 (Sch. 1/90) and Operator C. Ruppert doing the honors at 615 AM at American River College to State University. Line 90 operates from American River College via College Oak Dr., Winding Way, Pasadena Ave., Edison Ave., Gibbons Dr., Wingate Dr., Engle Road, Mission Ave., Whitney Ave., Morse Ave., Hurley Way, Fulton Ave., Northrop Ave., Howe Ave. and Fair Oaks Blvd. to Sacramento State University. Line 91 follows 90's route from Fulton and Marconi to Howe Ave. and Fair Oaks Blvd., then via Howe, Highway 50 Fwy, S.M.U.D. (65th and S Sts), Interstate Hwy 80, Interstate Highway 5, Q St., 10th St., L St., and 3rd St. to J St. 5 AM trips and 2 PM inbound and 6 outbound trips are offered during weekday rush hours only. Line 92 follows 90's route from ARC to Fulton and Marconi, then via Marconi, Interstate 80, Highway 160, 12th St., L St., 9th St., P St., 5th St., L St.,and 3rd St. to J Street. 5 AM and 6 PM trips are operated weekday rush hours. Line 90 operates half hourly from 615 AM to 1150 PM using four buses Monday/Saturday and hourly on Sundays using two coaches. Together ten AM and PM buses are operated on Lines 90/91/92 and TDH 4801s are assigned to the lines. Line 19-ROBLA-RIO LINDA-ELVERTA began operating September 17th with Operator R. Crets driving coach 4101 (TDH 4519) leaving 3rd and J Streets at 605 AM. WTS Member Richard Mendes was present for both the first 19 and 90 departures. Service on Line 19 is 120 minutely operating Monday thru Saturday using one bus. From Elverta (Rio Linda Blvd. and Delano) buses travel via Delano St., El Verano Ave., Elverta Rd., Rio Linda Blvd., Q St., 10th St., Oak Lane, M St., 2nd St., Elkhorn Blvd., Dry Creek Rd., Claire Ave., Marysville Blvd., Rio Linda Blvd., Santa Ana Ave., Sully St., Norwood Ave., Grand Ave., Altos Ave., South Ave., Norwood Ave., Linley Dr., Grove Ave., Del Paso Bl., 12th St. and L St. to 3rd St. Portions of the "new" Line 19 travel over portions of the former Line 19-GARDENLAND-NORTHGATE-RIO LINDA which was abandoned September 6, 1970.

PROPOSED INTRA CITY MUNICIPAL BUS SYSTEMS - PART II

Five additional cities are planning on institution of small bus systems within their corporate boundaries (WT 9/73). Huntington Park has given tentative approval to a Dial A Ride system to be operated by ALL AMERICAN CAB COMPANY using two vehicles. Expected to begin about January 1, 1974 the system would cover the City of Huntington Park and the unincorporated area of Walnut Park. The Tustin City Council has approved a six month test operation of a bus system charging a nickel fare and covering 12.8 miles of route. The system was expected to be operative by October 1st and it will cost the city $100 per day to lease a bus. The City of Montclair has approved a six month operation of a municipal bus network also expected to start on October 1st (For the past two years Montclair Chamber of Commerce has sponsored a two route system during the period between Thanksgiving and Christmas for holiday shoppers chartering a bus from COMMUNITY CHARTER BUS SYSTEM which has been quite successful). The City of Lakewood has proposed either setting up a small city system or an east/west expansion of LONG BEACH PUBLIC TRANSPORTATION COMPANY routes. The cities of Corona and Norco are also pondering an intra community service in the two cities. Strong support has arisen from the large Mexican-American community and senior citizens.

STAR DUST CHARTERS (Curt N. Bosworth d/b/a)
GARDEN GROVE: SDC has been authorized to purchase the Class A Charter Party Certificate presently belonging to RIVERA LIMOSINE SERVICE of Pico Rivera.

HEMET BUS LINES (Stanley Cross d/b/a)

RIVERSIDE: On June 25, 1973 HBL filed an application with the Public Utilities Commission seeking to transfer its Passenger Stage Certificate to ROESCH LINES, INC. for $3,000 with no equipment included. HBL operated one route between Hemet and Riverside via San Jacinto. HBL originally filed to transfer its certificate and equipment to GOLDEN WEST STAGE LINES, formerly ACE CHARTER COACHES (WT 10/72) but GWSL went into bankruptcy and service was terminated on May 1, 1973 and RL has been operating the route since that time. The application was approved by the PUC on September 5th. (What became of HBL 22, a 29 seat Flxible Vistacoach is not known).

EAST SIERRA DEVELOPMENT CORPORATION (ESDC)

LOS ANGELES: ESDC has filed with the PUC seeking a permit to operate as a charter party carrier. The company wants to operate as a free carrier between condominiums and ski chair lifts - about 1½ miles - during the ski season using one 1964 International with Wayne body that would seat 24 passengers. A protest has been filed by MAMMOTH STAGE LINES, INC. of Mammoth which operates between Bishop, Mammoth and June Mountain and also serves Bishop Airport and Mammoth Airport. Hearings are yet to be held on this matter.

McDONNELL DOUGLAS PLANT A-3 COMMUTER BUS SERVICE

HUNTINGTON BEACH: PUC hearings were held during August on four applications to provide bus service to the plant from different Los Angeles area points for McDonnell Douglas personnel. CALIFORNIA SIGHTSEEING TOURS, INC. asked for authority from San Fernando Valley points; BARCLAY TRANSPORTATION COMPANY, INC. d/b/a FIESTA-COACH requested five routes - from 25th and Ocean Park Blvd (Santa Monica), 6th and Washington via Freeway, 6th and Washington via Bundy, 124th and La Cienega (Hawthorne) and 8th and Western (Los Angeles); MARK IV CHARTER LINES requested added routes and GOLDEN STATE CHARTER BUS LINES also asked for a certificate. This bus service is designed for McDonnell Douglas employees and schedules will coincide with shift changes.

MT. LASSEN MOTOR TRANSIT, INC. (MLMT)

RED BLUFF: An application is before the PUC for B. B. Baugus and Joyce L. Baugus to sell and Steven R. Jones and Kathleen A. Jones to buy all of the outstanding stock of MLMT. The company has been authorized to issue 200,000 shares at $1 par value and there are 9,581 outstanding shares. MLMT was incorporated March 16, 1938. The sale includes two buses, #1 - a 1957 White and #2 - a Chevrolet bus (no further details). Service operates from Red Bluff to Susanville every day. Mail is the main source of revenue with passenger fares second and package express third. For the first ten months of 1972 MLMT grossed $9,804.13 with a net of $1,077.28 - a 10.98 per cent return. Under recent Commission regulations if a buyer buys controlling interest in a utility the transfer must come before the PUC in a formal hearing. Previously these matters never came before the Commission and thus in the case of a small operating corporation the operation was transfered without PUC knowledge or authority by virtue of buying stock. Such was the case of Alex Allen buying AMADOR STAGE LINES, INC.

IF YOU MOVE SEND IN YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED

CONTINENTAL TRAILWAYS SYSTEM

LOS ANGELES: With the opening of the Brenda Cut Off on Interstate Highway 10 in Arizona on July 16th CONTINENTAL WESTERN LINES and AMERICAN BUSLINES, INC. each rerouted one schedule between Los Angeles and Phoenix saving 45 minutes travel time. CWL also speeded up LOS ANGELES-ALBUQUERQUE-NEW YORK service via Needles by one hour by using newly completed sections of Interstate Highway 40 through San Bernardino County. Additional gamblers special schedules have been added to Reno/Sparks. These originate in Fresno and serve Madera, Merced, Modesto, Stockton, Sacramento and Roseville. With this additional service at Sacramento two of the SAN FRANCISCO-SPARKS schedules have been routed over Interstate 880 bypassing the Sacramento Depot. CWL also added an additional daily round trip between Flagstaff and Page, Arizona for a total of two trips.

FOUR WINDS TRANSPORTATION, INC. (FWT)

PLACENTIA: FWT, holder of Charter Party Certificate TCP 192-A, has applied for a certificate between Costa Mesa, Placentia and other nearby points to Hughes Aircraft located near the Los Angeles International Airport. Three routes would be operated. Ten buses would be available - two PD 4104s, two PD 4106s, one PD 4501 and one Prevost (owned) and three PD 4501s and one Dodge Van (leased).

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: All servicable former SAN JOSE CITY LINES coaches have been repainted in the new SCCTD white with orange and blue zip stripe scheme as have ex PEERLESS STAGES 65, 66 and 67 (all TD 4506s) which provide regular base service on Lines 11, 12, 13, 15 and 18 - these were the only automatic transmission rear door buses obtained from PSS. Repainting of the nine former PENINSULA TRANSIT LINES coaches is currently underway. Former PSS 59, 60, 81 and 85 are not being used and the "dead" line now consists of 80, 6505, 6621, 6622 and 6624-6627. Service on Line 46-SAN JOSE-GILROY was beefed up to half hourly to serve the Fairgrounds on August 17th through August 26th during the ten day run of the Santa Clara County Fair and resulted in the first weekend service offered by any of the new 40 series "Interim Routes".

REDWOOD CITY MUNICIPAL TRANSIT SYSTEM (RCMTS)

REDWOOD CITY: The original fleet of Minibuses (402-406) which inaugurated this operation in 1967 was replaced by seven Gillig Microcoaches (401-407) in August 1972. Service is operated by SERVICAR, INC. under contract with the city and is offered over five routes Monday thru Saturday. All five routes converge at the S. P. Depot and provide 30 minute service from 550AM to 634PM weekdays and from 900AM to 530PM Saturdays. Routes are FARM HILL, SEQUOIA, ROOSEVELT, MARSH MANOR and WOODSIDE. A strike of SERVICAR operators who also operate school contract service throughout San Mateo County shut down RCMTS for a few days in early September.

EMPLOYEE SHUTTLE SERVICE, INC. (ESS)

GARDEN GROVE: ESS is seeking a certificate between points in Orange, Los Angeles and Ventura counties, on one hand, and Los Angeles International Airport, on the other hand for LAX employees using 15 passenger Dodge Vans. Hearings have yet to be held on the application.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: Lines 17-FREMONT EXPRESS and 75-39TH AVENUE were each rerouted September 4th. Inbound Line 17 buses were rerouted to serve Lloyd Center, a large shopping center, by leaving the Banfield Freeway via NE Holladay Street, thence Steel Bridge, NW Glisan, NW 5th Avenue and SW 5th Avenue. There was no change in the outbound route. Line 75 was rerouted via NE Knott, 39th and Tillamook to serve Grant High School. Service to Sauvies Island (WT 9/73) consists of four AM and four PM peak hour trips. These trips are actually extensions of certain schedules of Lines 1-MOCKS CREST-VERMONT, 2-ST. JOHNS and 3-FESSENDEN. Blue and white triangular shaped bus stop signs are now appearing throughout TRI MET's service area. The sign is blue with the TRI MET insignia, the words "Bus Stop" and TRI MET phone number in white. The Oregon Legislature has passed a bill affecting TRI MET and LANE COUNTY TRANSIT DISTRICT in Eugene by providing reduced fares for Senior Citizens beginning October 4th. All day Saturday, Sunday and holidays rides will be FREE. On weekdays between 900AM and 300PM a ten cent system wide fare will be charged, between 300 PM and 700 PM regular fares will apply and after 700 PM rides again will be FREE. TRI MET has declared surplus all equipment acquired from PORTLAND STAGES, INC., INTERCITY BUSES, INC., ESTACADA-MOLLALA STAGES and TUALATIN VALLEY BUSES, INC. (The Blue Buses) still on the roster and it all will be offered for sale by the end of October. Included are TDH 4519s, TDH 4517s, TDM 4515s and TDH 3612s.

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: The first eight of twenty new GMC coaches arrived in Tacoma on Sunday afternoon September 23rd (See Equipment Report). These coaches are model T6H4523N and are painted in the standard livery (pale yellow over blue) except for an added red belt stripe, described as a racing stripe, similar to that already painted on the two model TDH 4517 coaches (Fleet Nos. 301 and 302). The new coaches have EIP kits, one piece electric headsigns and V-H transmissions. The interiors sport Luminator interior lighting, 42 "T" base American seats with red upholstery, gold flicker melamine and painted side walls. Through an option in this contract with General Motors Corporation TTS will purchase twelve additional buses early in 1974.

ALBUQUERQUE TRANSIT SYSTEM (ATS)

ALBUQUERQUE: The Bernarlillo County Commission has approved spending $200,000 in revenue sharing funds to purchase four small buses and extend ATS bus service in the county. The service will be extended to the downtown area from Paradise Hills, Rio Rancho and Corrales and the routes will run into town along Second and Fourth Streets. ATS Line 12-NORTH 4TH presently travels north on 4th (U S Highway 85) to the community of Alameda. Another line will operate weekdays along Coors Road NW between 600AM/900AM and 400PM/600PM.

FEDERALLY ASSISTED CHARTERS PROHIBITED

Under the rules contained in Public Law 93-87, "Federal Aid Highway Act of 1973", signed August 13, 1973 transit systems receiving Federal aid are prohibited from engaging in charter operations in competition with private bus firms outside of the area where the applicant provides regularly scheduled transit service. All such systems are now required to enter into an agreement with the Secretary of Transportion that they will comply with the regulations. A violation of that agreement will mean the system will no longer be eligible for federal money

SEATTLE METRO TRANSIT (SMT)

SEATTLE: SMT, armed with $64,000 from the Seattle City Council instituted free bus service September 9th in the "Magic Carpet Zone" of Seattle, the downtown area bounded by the Waterfront, 6th Avenue, Stewart Street and Jackson Street. This also changes the way outbound riders will pay their fares. Passengers riding out of downtown will pay their fares upon reaching their destinations. Riders boarding outside the "Zone" will pay fares as they board. In an effort to conserve gasoline SMT has assigned the 100-199 series Twin 41-S coaches to trippers only using diesel powered coaches on all base service.

TUCSON TRANSIT SYSTEM (TTS)

TUCSON: Expanded transit service came to Tucson on August 19th with the arrival of coaches 7312-7321 (WT 9/73). Line 3-EAST FIFTH ST.-STELLA ROAD continues east on 5th Street, but instead of going to Davis-Monthan Air Force Base travels south on Wilmot Street and east on Stella Road to the southeast area with a large loop via Kolb Road, Escalante, Camino Seco and Stella. Line 5-PIMA was extended eastward on Pima to Sahuara Street looping via Pima, Ridgeway, Grant and Sahuara. Line 6-NORTH STONE suffered the only cutback with the loss of five daily trips on North First Avenue to Bromley. Line 7-22ND STREET was divided into two branches, 7A (22nd Street) and 7B (Golf Links Road). Line 7A travels via 22nd Street to the far east side looping via Camino Seco, 29th Street, Harrison and 22nd to Camino Seco. Line 7B travels 22nd, Craycroft, Golf Links Road, Camino Seco, 29th Street, Harrison and Golf Links Road to Camino Seco. Half hourly schedules are operated west of Craycroft with hourly schedules on each branch. Line 9-GRANT ROAD was discontinued between Grant/Craycroft and Wilmot/Broadway and now operates south on Craycroft from Grant to Davis-Monthan Air Base looping through the base. Lines 1-UNIVERSITY, 2-PUEBLO GARDENS, 4-EAST SPEEDWAY, 8-EAST BROADWAY, 10-MIRACLE MILE and 11-CROSSTOWN all remained the same. In all sixteen one way route miles were eliminated and replaced by fourty seven new one way miles. Coaches 7312-7321 feature air conditioning, EIP, fibreglass seats, yellow and white exterior paint scheme, blue interiors, water bumpers and side signs (first time in Tucson since last Twin Coaches were purchased in 1948). Ten additional coaches, to come from Flxible, are due this fall. These will be the first non GMC coaches for either TTS or its predecessors or OLD PUEBLO TRANSIT COMPANY since 1951. 31 buses are presently needed for weekday service so that with the arrival of these ten buses all runs will normally have "New Look" coaches. Present fleet consists of coaches 7312-7321 (T6H4523A/411-420), 7201-7211 (T6H4523A/021-031), 2979-2981 (TDH4512/3044-3046), 2769-2771 (TDH 4512/2045,46,56), 2336-2338 (TDH4512/232-234), 2288-2293 (TDH4509/2252-2257), 2285-2287 (TDH4509/2104-2106), 800-801 (TDH3610/956-957) 239 (TDH4512/1624) and 229-235 (TDH4512/292-298). All New Look and 4512 coaches are air conditioned.

CITY OF PHOENIX/PHOENIX TRANSIT CORP (COP/PTC)

PHOENIX: The first fifteen 47 passenger coaches COP ordered from Flxible (WT 6/73) will be arriving in Phoenix from the factory very shortly. The coaches will bring a new paint scheme to the Arizona capital. The buses will have a white roof with the white coming down to the belt rail, a belt rail of lavender over orange with the orange sweeping up and over the roof, anodized aluminum and butterscotch below the rub rail. On the aluminum is a decal of a Sun with dark glasses and a sombrero. On the buses is a plate reading "City of Phoenix, Owner - American Transit Corp., Operator".

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				
Tri Met (Portland)	700-719	Flxible	45102-8-1/57584-57603	Correct model number
Metro Transit Auth (Tulsa)	7319-7345	Flxible	45096-6-1/57625-57651	
Bremerton Transit	731-737	Flxible	45096-6/57685-57691	
City of Phoenix	4701-4715	Flxible	53096-8-1/57692-57706	47 seats
Torrance Transit System	354-357	GMC	T6H4523A/421-424	
Santa Monica Municipal	4201-4205	GMC	T6H4523A/433-437	42 seats
Tacoma Transit System	350-369	GMC	T6H4523N/531-550	42 seats
Greyhound Lines-West	7460-7465	MCI	MC7/-	43, RR
U S Navy Special Serv (San Diego)	415800	B&C	05SE/9050	
Associated Charter Bus Co	4672-4692	Wayne	Pusher	53/79 sch seat
Richmond Transportation	6	Intl	1600/Carpenter	44/66 sch seat
SF Municipal Railway	5002	Flyer	E700A/0273269	44 seat trolley coach
USED EQUIPMENT				
Consolidated Street Rwys	(2201	GMC	TDH4512/372	Tom Helliwell
	(3005	GMC	PD4104/2820	ExAdams 41
Douglas Bus Lines	84	GMC	PD4104/1078	ExGWSL 10
Odyssey Bus Lines	362	GMC	PD4106/1415	ExGLW 7833
Falcon Charter Service	44	GMC	PD4106/1899	ExLTR 140
Texas Bus Lines	427	GMC	PD4106/2613	Ex Macks Lufkin Beaumont Coaches 11
Santa Clara County Trnst	1703,1815	GMC	TDH4507/1488,1552	ExAC Transit
Diablo Charter Lines	6486-6487	MCI	MC5/Unit5701Serial6486) Unit5702Serial6487)	Ex La Grange-La Grange Park Transit (Ill) 203-204
Bell Gardens Muni Bus System -		Minibus	MB711/352	Ex RT 92
DISPOSITIONS				
Greyhound Lines-West	1188	GMC	PD4501/273	To Robinson Bus Line 001 - St. Francisville, La

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