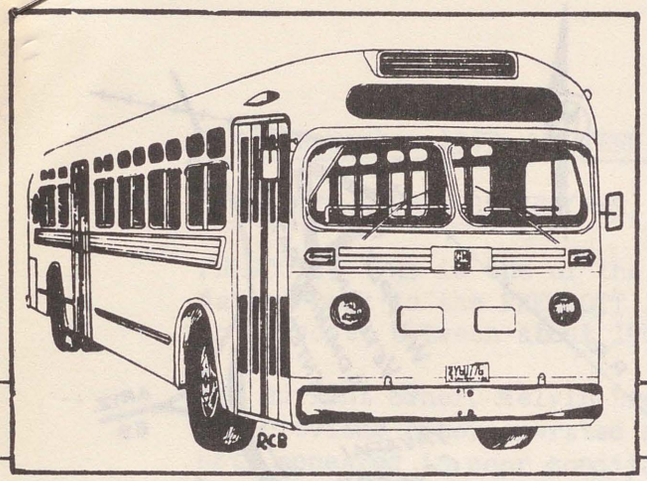


Western Transit

Monthly Publication of The Western Transit Society

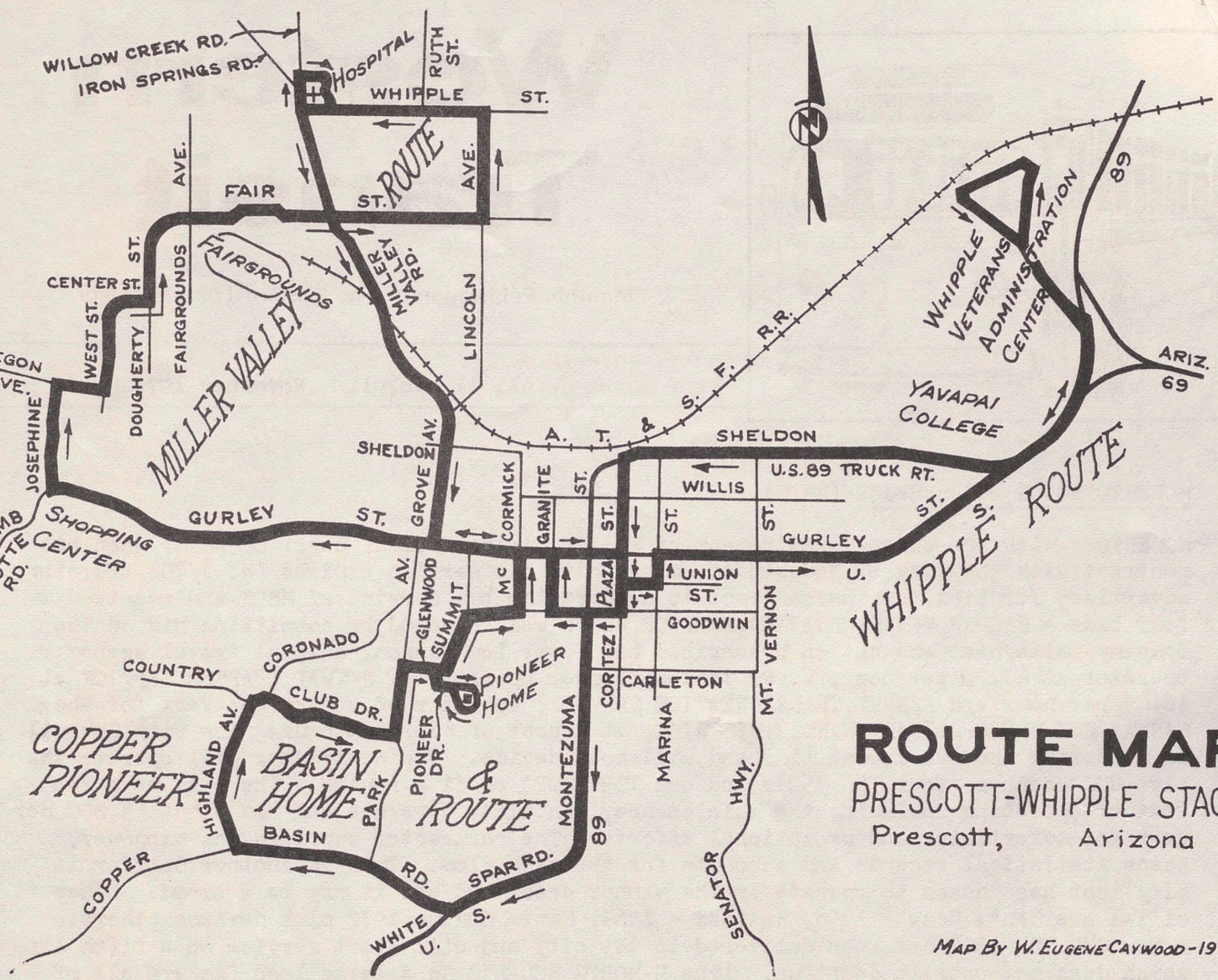
Vol. 11 No. 11 November 1973

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: With the planned retirement of Willis Kleinenbroich, owner of MMBS, when his contract with the City of Modesto to manage city bus service expires (WT 7/70) the city advertised for bids for the contract to conduct the bus service of MMBS and received four bids - STORER TRANSPORTATION SERVICE which was rejected by submitting bid on the company letterhead and not on prescribed bid form; Lou Hanson, a local travel agency operator at $7.20 per hour; W. R. Tomson, former operator of SKYWAY CHARTER SERVICE at $6.49 per hour and KENNEY TRANSPORTATION SERVICE, operator of a like contract for the SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, at a cost of $6.20 an hour. The City Council is pondering the two lowest bids and will soon decide. The contractor will operate the five GMC coaches (four TDH 3501s and one TDH 3302) on five routes. The City pays the cost of operating including the maintenance, liability coverage and has about $5,000 per year for advertising and promotional efforts. The contractor supplies the manpower, keeps statistical records and accounts for the cash flow. This is another California city that has chosen to operate in the manner described and it may be a trend. Other cities are Santa Rosa - 1958, Salinas - 1965, Santa Cruz - 1972 plus perhaps others. A new GMC TDH 3302 has been delivered to the city and will start service on a fifth line which does not operate downtown. Line 5-NORTH MODESTO is a large loop (as are all of Modesto's lines) along Granger, Tully, Woodrow, McHenry, Norwegian, Coffee, Orangeburg, Sunrise to Granger. The transfer point between Line 2-EASTSIDE and the new line will be at the McHenry Plaza Shopping Center.

CITY OF TUSTIN NICKEL BUS (COTNB)

TUSTIN: Financed by the city for three months COTNB began operating October 15th. Service is run on an hourly headway Monday/Saturday between 800 AM and 600 PM with an hour break for lunch (12 to 1). The route is very circuitous beginning at the Tustin Community Hospital on Newport Avenue and serving shopping centers, schools, residential areas and the Old Town district and also connects with OCTD Lines 145-EAST 17TH-FLOWER and 146-EAST 1ST-GREENVILLE at Larwin Square. Fare for a one way ride is 5 cents and patrons may board or alight at all intersections. The bus being used is COMMUNITY BUS SYSTEM's 5022G (MBF-1D/536), formerly PACIFIC SCENIC LINES 3944, which is painted light brown with the words "City Of Tustin Nickel Bus 5¢ " in gold. It is air conditioned, has 23 brown leatherette suburban seats and flys two white pennants with the Tustin City seal on them. There were 112 passengers the first day with ridership increasing each day that week.



ROUTE MAP

PRESCOTT-WHIPPLE STAGE

Prescott, Arizona

MAP BY W. EUGENE CAYWOOD - 1973

* *

PRESCOTT-WHIPPLE STAGE SCHEDULE
Effective July 19, 1973

Downtown stop is on Cortez just south of Gurley. All routes originate there and all times shown are for that location.

MILLER VALLEY ROUTE: Monday thru Saturday only
920 AM, 1020 AM, 120 PM, 320 PM, 420 PM Round trip - 25 minutes

COPPER BASIN & PIONEER HOME ROUTE: Monday thru Saturday only
1245 PM, 145 PM, 345 PM Round trip - 15 minutes

WHIPPLE ROUTE: Daily except as noted - Hourly from 900 AM thru 900 PM
On Sundays, Thanksgiving, Christmas and New Years Day the 900 AM, 1000 AM and 1100 AM trips do not operate

PRESCOTT WHIPPLE STAGE ROSTER

Veh Nos	Builder	Year	Model/Serial	Notes
Bus No. 1	GMC	1963	TGH3102/1421	Ex VEGAS TRANSIT LINES N142
Bus No. 2	GMC	1963	TGH3102/1424	Ex VEGAS TRANSIT LINES N145
-	Ford	1957	B50J7U	School bus-Fisher body-seats 20

PRESCOTT-WHIPPLE STAGE (PWS)

PRESCOTT: PWS is one of the oldest transit operations in the state of Arizona dating back to the PRESCOTT AND MT. UNION RAILWAY which operated electric cars in Prescott between about 1900 and 1910.

The current owner, Melvin Bressler, purchased PWS from John Sells in March 1965. The previous owner operated school bus type equipment which, more often than not, appeared in poor condition. Bressler greatly improved the image of the service by using transit coaches (see roster) which are kept clean, painted white with green lettering and trim, in good mechanical condition and equipped with the latest safety features. He normally operates Bus No. 1 on weekdays and Bus No. 2 on weekends. The Ford school bus has a standard transmission and is saved for winter months when it provides safer operation on snow and ice which is common at Prescott's mile high elevation.

As reported (WT 4/73) PSW was recently cited for stopping for passengers on U. S. Highway 89 through Prescott. Owner Bressler reports that this occurred in the area of Yavapai Junior College on the WHIPPLE ROUTE (see map) where the highway is four lanes wide with curbs and no room for parking. Stopping for passengers next to the curb necessitated blocking the right traffic lane where "No Parking Anytime" signs are posted. Bressler states that he controls traffic from the rear by a slow, safe stop and at no time creates a hazard. (The truth of this statement is attested to by riding with him and by his perfect accident record-in the eight years of operation he has never had an accident of any type). He has operated all this time without posted bus stop signs. Only recently has the Arizona Highway Patrol thought this dangerous and issued a citation. Fortunately the problem has apparently been solved by finding places where he can pull off the highway to pick up and discharge passengers. This is possible in spite of the curbs as there are a number of side streets and driveways into which the small buses can be pulled.

Mr. Bressler has 24 years transit experience. He trained with WESTERN GREYHOUND LINES and worked out of the Phoenix Depot for two years. He drove intermittently for 16 years for both SUN VALLEY BUS LINES and VALLEY TRANSIT LINES (now PHOENIX TRANSIT CORP.). He is the owner/driver/mechanic of PWS. Until recently one other man was employed and PWS ran a more complete schedule. However, last July 19 the schedule was trimmed to allow one man operation. Bressler reports patrons are adjusting to the schedule and that the company is on solid financial ground and showing a profit with 35 cent adult fares and 25 cent childrens fares.

CITY OF ASTORIA, OREGON

The city is assured of public transit for the next ten years after voters approved a special transportation levy ($25,000 annually) by a 699 to 169 vote. The bus franchise will be put up for bids shortly. The successful private bidder would provide 14 to 20 seat buses and maintain the present routes and schedules (700 AM to 700 PM daily except Sunday). The contract would run five years. Since the first of the year the city has provided $400 a month to keep the present bus line running. Jack Davies, owner of PACIFIC COACH LINES, now providing service at a loss said he will submit a bid in view of the subsidy passage.

KLAMATH AREA TRANSIT (KART)

KLAMATH FALLS: Using leased school buses KART plans to keep operating (12 hours per day Monday/Saturday) until next May when the future of the bus system can be decided by a county wide elction. Present ridership of 140 patrons daily was expected to be boosted by 100 with the inauguration of a new commuter service to the Weyerhaeuser Company plant.

RAPID TRANSIT LINES, INC. (RTL)

HOUSTON: RTL officials are again advising the city it will be necessary for the city to purchase the transit firm if continued transit service is desired. RTL has lost $500,000 this year and a wage increase for employees is effective this month. Although the city began negotiating to purchase RTL six months ago both sides were awaiting the outcome of the recent vote to create the HOUSTON AREA RAPID TRANSIT AUTHORITY which could levy a vehicle emissions tax and improve Houston city bus service and institute new bus services within Harris County. Opposition to the HARTA proposal was heavy and with only 16 per cent of the eligible voters participating the authority was rejected 98,000 to 35,000. The nine man HARTA board, appointed on an interim basis, dissolved itself after the election and at this time Houston has no governmental agency specifically working on the transit problem.

EL PASO CITY LINES (EPCL)

EL PASO: The City of El Paso has purchased all streetcar operations of EPCL including all rolling stock, rail, maintenance equipment and related facilities. for $150,000. Mayor Fred Hervey, in announcing the purchase, stated the purchase may lead to an international treaty with Mexico that will allow El Paso and Juarez to operate the rail line between the cities as partners (WT 9/73). The city has okayed a five cent increase (to 20 cents) in EPCL fares. The company had asked for a dime raise, but the city stated the nickel raise would allow the firm to earn an 8.75 rate of return. COUNTRY CLUB BUS LINES has also asked for a rate increase - from 10 cents to a flat 25 cents, its CORONADO route already being a quarter. LOWER VALLEY BUS LINES will also ask for an increase soon. The city is actively looking for someone to purchase and then unify all three companies. The city is not interested in purchasing the companies itself.

DENVER METRO TRANSIT (DMT)

DENVER: September 10th saw inauguration of three new lines plus increased frequency on existing lines and additional peak hour schedules on others. Line 22-MANSFIELD EXPRESS (one commute trip in the AM and PM) operates between downtown Denver and a newly developed area south of Hampden Avenue, west of Yosemite, north of I-225 and west ofSouth Monaco. Line 24-FOOTHILLS EXPRESS, operating like Line 22, will connect the downtown area with the Green Mountain area in Lakewood. Line 6-LOWRY AIR FORCE BASE was extended within base to the new Base Exchange and Line 18-EVANS CROSSTOWN which had operated on Evans between Federal and Broadway was extended to Holly Street. Peak hour service on Line 28-BERKLEY-EAST 29TH AVE was changed to 15 minutely instead of 20 minutely. Line 80-LAKEWOOD CIRCULATOR is a new line in the City of Lakewood. Service is hourly (630 AM to 630 PM) to the Villa Italia and Green Mountain Shopping Centers and service to two areas between Wadsworth and Green Mountain will be every two hours.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD Directors have voted to call for bids on construction of the Fullerton Park-N-Ride facility to be built at the juncture of the Riverside and Santa Ana Freeways. Both OCTD and SCRTD buses will serve the location. Directors also voted to purchase 13 acres of land in Garden Grove as the site for a new administration and maintenance facility. A public hearing was held October 17th on the proposed expansion of Dial-A-Ride operations within the county. The hearing was held before submitting a $1,182,000 application to UMTA which, if approved, would provide for purchase of 47 small buses, spare engines and parts, fareboxes, radios and dispatching equipment. Several members of the public, representatives of various cities and representatives of taxi companies appeared at the hearing. The cab companies felt D-A-R could adversly affect them, but Ralph Clark, OCTD Chairman, suggested that a cab company might be considered as a D-A-R operator, but a yet to be completed technical study, will show what areas will receive D-A-R. With the arrival of 63 buses next spring (WT 10/73) bus service will be greatly expanded. Lines will operate along Brookhurst, Valley View, Edinger and Jamboree. Buses would use the Santa Ana Freeway to El Toro and Mission Viejo, then switch to surface streets enroute to San Juan Capistrano and San Clemente. The buses would also connect with LAGUNA BEACH MUNICIPAL TRANSIT LINES. Service would also serve the City of La Palma along La Palma Avenue. A Euclid Street line will connect La Habra and Huntington Beach and Brookhurst Street will run from the Fullerton Park-N-Ride to the Coast Highway. Additional lines will operate on Yorba Linda Blvd., Orangethorpe Ave. and Culver Drive.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Faced with a cutback in funds ($600,000 to $400, 000) from MARIN COUNTY TRANSIT DISTRICT to provide intra county bus service GGT, on October 14, reduced some schedules from 30 minutely to hourly and revised certain routes. Line 1-NOVATO-SAN RAFAEL-STRAWBERRY-MILL VALLEY was changed so that except for the first AM trip and all service between 345 PM and 715 PM buses will operate only as far south as Strawberry. Line 21-SANTA VENETIA-SAN RAFAEL-EAST CORTE MADERA operating hourly between 830 AM and 430 PM is a combination of the Santa Venetia-San Rafael leg of former Line 29-SANTA VENETIA-SAN RAFAEL-PEACOCK GAP and the San Rafael-East Corte Madera leg of former Line 23-EAST CORTE MADERA-MANOR. New Line 23-CANAL-SAN RAFAEL-SAN ANSELMO-MANOR combines the San Rafael-Manor leg of old Line 23 and the Canal-San Rafael leg of former Line 25-CANAL-SAN RAFAEL-NORTHGATE INDUSTRIAL PARK. Line 27-TERRA LINDA-SAN RAFAEL-SAN ANSELMO-SLEEPY HOLLOW remains as before. MARK IV CHARTER LINES is operating about 7 buses under contract with GGT from the Tiburon-Belvedere area to SF. GGT originally awarded the contract citing equipment and operator shortages and with the Marin cut back GGT operators want to take over those runs. What action will be taken in this regard has yet to be decided.

NORTHGATE TRANSIT, INC. (NGT)

DALY CITY: NGT has filed an application to extend and revise its SOUTH SAN FRANCISCO route which would provide service to Rotary Plaza and Tanforan Race Track. There is also a proposal to operate special service to Skyline College and yet another application has been filed to discontinue use of transfers on the SKYLINE COLLEGE and SERRAMONTE routes.

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

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT is presently converting coach 708 (a TDH 4517) into a prototype small bus for use in a Dial-A-Ride service scheduled for Richmond. If the conversion is successful another twelve buses (700-707 and 709-712) will be similarly changed. The bus is to be cut crossways behind the front wheels, a five foot section removed and the bus fitted back together. The resultant 30 foot bus will seat approximately 16, but have the same power plant, heating and ventilating system and air ride now furnished in larger coaches, but unavailable in smaller buses. The conversion job will cost about $11,000. The bus will be painted all white with one band each of persimmion and turquoise. Line 47-EMERYVILLE MARINA which operated between Yerba Buena and San Pablo and the Emeryville Marina Monday/Friday commute hours only via San Pablo, Stanford and Powell has been absorbed by an extension of certain trips on Line 57-MC ARTHUR BOULEVARD over the same routing. Three new lines have been started in recent months. Line Y-WATERGATE-SAN FRANCISCO is a new Transbay line operating two AM and one PM trips from the Emeryville Marina via Powell Street, Eastshore Freeway (I-80) and Bay Bridge to San Francisco. Line W-2-WEST ALAMEDA-SAN FRANCISCO operates from Third and Central Avenues into San Francisco (one commute hour trip each way) and Line 86-WEST HAYWARD INDUSTRIAL AREA runs from BART/Hayward along A Street, Hesperian Blvd., Winton Ave. and Clawiter Road to Eden Landing Road. Three AM and two PM trips (hourly headway) are operated usually using one 800 (T6H4523N).

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Monday/Saturday service on Line 6-NORTH PARK-POINT LOMA was improved from 45 minutely to half hourly between 640 AM and 940 PM on September 9th. Free transfer privileges for riders of both SDTC and CHULA VISTA CITY LINES have been instituted under a 60 day trial program. SDTC's Monthly Saverpass will also be honored on CVCL buses. Presently both systems have a 25 cent system wide fare with free transfers within each company.

PROPOSED INTRA CITY MUNICIPAL BUS SYSTEMS - PART III

The City of Cerritos is surveying the community to determine if an intracity bus network is necessary or if SCRTD could expand its Cerritos service to serve the area better. Present service consists of hourly Monday/Friday schedules, two hourly Saturday along Pioneer Boulevard by Line 132-HAWAIIAN GARDENS-ARTESIA-DOWNEY-LAKEWOOD. The City of Monrovia is talking in terms of a three day per week route network and it would run thru next July. Baldwin Park which presently has a two line, 10 cent bus service on Thursdays only operated by RTD (WT 6/73) is studying alternative transit methods when the six month contract ends this month. Norwalk (WT 9/73) has called for bids on a fleet of 12 small buses to be operated for a two year period. Five fixed routes operating 16 hours per day six days per week are being planned. San Diego County's Comprehensive Planning Organization has proposed creation of a North County bus system creating bus routes within each of five cities connecting with an intercommunity route from San Dieguito thru Carlsbad, Oceanside, Vista, Fallbrook, San Marcos and Escondido to Rancho Bernardo connecting with SDTC Line G-RANCHO BERNARDO. The system would be subsidized by each community's share of gasoline sales tax. For the local systems San Marcos would need one bus, Carlsbad two, Escondido six, Fallbrook one, Oceanside six, Vista three and San Dieguito five. The intercommunity route would need six buses operating daily.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Effective September 23rd Line 4-MELROSE-WEST OLYMPIC was extended westward from Olympic Blvd. and Spalding Dr. along Olympic to Avenue of The Stars just south of the Century Plaza Hotel. This extension will also serve a large medical complex at Century Park East. Problems had arisen in connection with the former turnaround and negotiations were conducted with SANTA MONICA MUNICIPAL BUS LINES in order to extend Line 4 without harming business on SMMBL's Line 5-WEST LOS ANGELES-VETERANS HOSPITAL.

October 1st saw establishment of three additional commuter subscription lines to the ARCO Plaza at Fifth and Flower in Los Angeles (WT 7/73). All lines arrive the Plaza at 745 AM and depart at 440 PM. Line 502-CERRITOS-FINANCIAL CENTER SUBSCRIPTION SERVICE begins at South Street and Gridley Road (Los Cerritos Shopping Center), 503-HUNTINGTON BEACH-FINANCIAL CENTER SUBSCRIPTION SERVICE starts from Huntington Center at Edinger Avenue and Beach Blvd and travels via Center Dr., Gothard St., McFadden Ave., Goldenwest St. and San Diego Freeway enroute to Los Angeles and 504-THOUSAND OAKS-FINANCIAL CENTER SUBSCRIPTION SERVICE has two pick up points - Agoura Road and Lindero Canyon Road & Westlake Blvd. and Agoura Road. Monthly fare from Cerritos is $40 and $60 from both Huntington Beach and Thousand Oaks.

Additional chrome yellow and champagne gold repaints include 1201, 1203, 1205 ending the dark blue of EASTERN CITIES TRANSIT and 2207, 2212, 2215, 2216 and 2220.

Southern Pacific has offered to sell or lease a 16 mile strip of right of way along its tracks in the San Fernando Valley for use as an express busway. The offer would allow RTD to pave the 100 foot wide PRW which runs from Chatsworth thru Canoga Park and Van Nuys ending in North Hollywood where buses could take special express lanes on the Hollywood Freeway to the downtown area (WT 8/73). The proposal is similar to the Busway system along SP's right of way on the San Bernardino Freeway.

On Saturday October 13th Division 11 Operator Ed Cusiter, on only the fifth day on his own, was shot with a home made weapon with the bullets entering beneath his left shoulder and penetrating his chest lodging just behind his heart. He was taken to St. Francis Hospital in Lynwood. The incident occurred at 114th St. and Wilmington Ave. as Cusiter was working Line 92-WATTS-SIERRA VISTA on Coach 7026. (In recent weeks gangs of young blacks have been boarding the buses at 7th and Spring Streets and riding south creating disturbances for everyone aboard the bus). The Monday representatives of RTD and United Transportation Union held a joint press conference to deplore the shooting of Cusiter, to agree that attacks on RTD operators have been getting worse in the past few months and to advise various means of protecting operators were being studied, but no conclusions had been reached. After the incident both the Los Angeles Police Department and Los Angeles County Sheriffs Department increased patrols on the south side primarily to give buses more security. RTD also beefed up its security force. On Monday October 22 about 300 operators met and voted to give RTD two days to improve security or they would not operate south of Olympic. On Wednesday and Thursday several hundred men reported in "sick" and service in many cases was disrupted. Lines 2-BROOKLYN & HOOPER AVENUES, 10-ADAMS-NORMANDIE-PRAIRIE, 95-VERNON-VERMONT and 100-CENTURY BLVD did not operate at all. Normal daily absenteeism is about 50. The protest was not sanctioned by UTU. On Thursday afternoon the dissident operators voted to go back to work after a personal plea by Mayor Tom Bradley who had earlier met with RTD officials and requested that they not take disciplinary action against the men - an action which could be taken under the present labor contract.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Continued

RTD, in the meeting with Bradley, agreed to assign more radio equipped coaches to the troubled area (On Saturday October 27th coaches in the 7178-7199 series- formerly at Division 11-were seen on Lines 5-HAWTHORNE BLVD-UNION STATION and 6-SOUTH VERMONT-HIGHLAND PARK out of Division 3 and former D 3 coaches in the 7244-7258 series were seen on Line 58-LOS ANGELES-SANTA ANA out of Division 11). A controversy surrounding the disciplinary action still exists, but UTU has stated it will seek to protect the men in accordance with the existing labor agreement.

Acquisition of eight base radio stations and 212 bus radios for the first increment of a new communications system has been approved by RTD Directors. RTD has to scrap the present radio system and replace it with eight broadcast channels in the UHF range as the Federal Communications Commission has asked the district to give up its present broadcast frequency. Currently 410 coaches are radio equipped.

REGIONAL TRANSIT (RT)

SACRAMENTO: September 24th saw the establishment of express service to downtown Sacramento on Line 17-CARMICHAEL-SUNRISE MALL (WT 10/72). Peak hour service is 5 AM and 6 PM trips and operates from Sunrise Mall via Greenback Lane, Interstate Highway 80, Interstate Highway 880, Interstate Highway 5, J Street and 9th Street to N Street returning via 9th, Q Street, Interstate 5 and reverse of going route. The RT Board has authorized the emergency purchase of 23 used air conditioned buses (TDH 4519s and T6H 4521As) from EVANSTON (Ill) BUS COMPANY which is going out of business, to expand service to Carmichael, Fair Oaks and Orangevale and initiate it to Elk Grove, Hillsdale and Rosemont. A special meeting was held in Roseville on a proposal to begin four intracity routes using van type vehicles.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART service between Daly City and downtown San Francisco was scheduled to begin November 5. As in the East Bay service will operate on a 10 minute headway Monday/Friday 600AM/800PM. Full operation of the system including service thru the San Francisco-Oakland tube cannot begin until the PUC is satisfied the automatic train detection equipment is adequate. The trip from Daly City to Montgomery Street will take 13 minutes. Fares within San Francisco are 30 cents and 35 cents to/from Daly City. Details for a transfer agreement between BART and SAN FRANCISCO MUNICIPAL RAILWAY have yet to be finalized. With no storage facilities in SF six trains will be sent each morning from the Richmond yard through Berkeley Oakland and the tube into San Francisco. Four trains will be used in regular service and two will be held in case of breakdowns. At present about $\frac{1}{4}$ of the trains sent out each day need replacements during the day. The first 250 BART cars from Rohr Industries, Inc. have now all arrived on the property and BART officials are now in the process of ordering an additional 100 cars. General Manager B. R. Stokes, who previously advocated putting the purchase out to bid, has urged the district to exercise an option and buy the cars from Rohr. This could save $10 million and speed delivery by a year and one half.

BOMAR'S CHARTER SERVICE (George Righetti d/b/a)

SUNNYVALE: BCS is seeking a certificate to operate a commute service between the Sunnyvale area and the UAL Maintenance Base at San Francisco Airport charging a weekly fare of $7.50. One GMC Model PD 4103 coach (4103/785 - ex GLW 9574) would be operated.

MEETING DATES

Next Meeting - November 11, 700 PM

Future Meetings - December 9, 700 PM
January 12, 700 PM

Location - Assembly Room
Culver City Municipal Bus
9815 W. Jefferson Blvd.
Culver City, California

PUBLICATION STAFF

Editor Edmund Buckley
Cartographer Richard Mendes

Senior Staff

Warren F. Quon John McKane

Staff Reporters

Todd Terpening Tom Helliwell
Bob Burrowes Loren Joplin
Wilbur Sherwood Jim Beeler
Ron Medaglia Cameron Beach
Henry Leinbach Tom Albert
Robert Higginbotham Eli Bail
Eugene Caywood Kenton Forrest
Frank Lichtanski

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BUSINESS OFFICE

7419 Bennington Avenue
Pico Rivera, California, 90660

EDITORIAL OFFICE

1148 West Civic Center Drive, #4
Santa Ana, California, 92703

OFFICERS

General Manager	Loren Joplin
Secretary	Todd Terpening
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Founder	Gerald Squier

* *

CLUB NEWS

New Member #128 - State of California, Department of Transportation,
Sacramento, California

Remember the change in time and location of the Regular Monthly Meetings - 700 PM instead of 730 PM and the Assembly Room over the Culver City Municipal Bus Lines offices and shop in Culver City.

It is with deep regret that we report the passing of Member Dick Willis who was one of the founding fathers of our organization.

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				
Santa Cruz Metro Transit	(822-823	GMC	T6H4523N/560-561	
	(824-825	GMC	TDH3302A/218-219	
Gardena Municipal Bus Lns	59-65	GMC	T6H4523A/498-504	
Orange Coast Sightseeing	1340-1341	GMC	S8M5304A/079-080	49 recl
Orange Belt Stages	158, 160	GMC	P8M4905A/403, -	47 RR
Taylor Bus Service	90-91	Crown	2A-426-11/37059,-	64/91 sch
AirporTransit (Oakland)	431	Intl	Metro Van	20 seater
USED EQUIPMENT				
Crew Transit, Inc.	II 104, II 105	GMC	TDH3610/1175,1170	ExRT 5648, 5654
Douglas Bus Lines	88	GMC	PD4104/3157	Ex Western Stages 703
Sierra Lines	455	GMC	PD4104/4550	GLW 7572
Consolidated Street Rwys	3006	GMC	PD4104/4879	J Peabody
Pink Bus Line, Inc.	(8	GMC	PD4106/150	GLE 6179
	(10	GMC	PD4104/3215	Cal Cst 197
Gray Line of Los Angeles	II512,513	GMC	PD4106/752,825	GLE 5224,32
Texas Bus Lines	428	GMC	PD4106/1352	GLW 1065
Western Stages	11, 22	GMC	PD4106/1450,1044	GLW 7868,14
Roesch Lines	II 413	GMC	PD4106/1978	LTR 152
Western Tours (Seattle)	(43,44,45,47	GMC	PD4106/-,-,-,1421	GLW 7839
	(1405	GMC	SDM4502/032	GL-Seattle
Four Winds Transportation	(unnumb	GMC	PD4106/104	GLE 6157
	(472	GMC	PD4501/350	LV Travel 4301
Orange Coast Sightseeing	1244	GMC	SDM4501/108	Ky Bus Lns
Joint Powers Agency	(3970,75,77	GMC	TDH4517/718,723,725	EPCL (same
(Monterey)	(3988,90,93	GMC	TDH4517/756,758,761	nos)
Bay Rapid Transit Co	128	GMC	TDH4801/057	RTD 2956
Union Bus Lines	22303-22304	B&C	05GE/7801-7802	CBS 11312-13
Northgate Transit, Inc.	40	Mack	C49DT/2402	Coach Leasing 4662
Laguna Beach Muni Trnst	146-147	Minibus	MB-FFOS-26/495-6	Lake Forest Homes
DISPOSITIONS				
Town Tour Fun Bus Co	713	GMC	TDH4509/458	(Pvt party
Community Chtr Bus System	2113,2116	GMC	TDH5103/544,554	(in Costa
				(Mesa for
				(house car