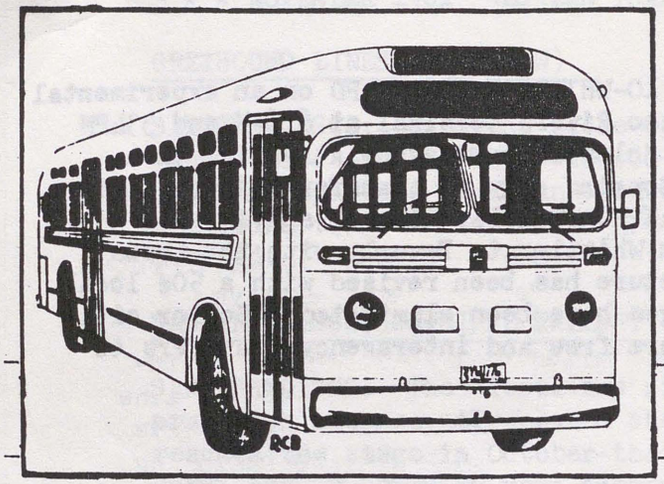


Western Transit

Monthly Publication of The Western Transit Society

VOL. 19 NO. 11 NOVEMBER 1981

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Recent actions by GGT Directors have included the following: operating the 445PM and 525PM weekday Larkspur Ferry trips from San Francisco on two engines instead of one starting October 1 cutting running time from 50 to 45 minutes but increasing the fuel cost to $70,000 annually; issuing $15 weekly passes savings regular commuters 75¢ per week; continue weekend and holiday ferry service until October 31 and then canceling unless there is an unexpected increase in riders; continue test operation of a 635PM ferry trip from The City thru December; reinstate midday round trips for Christmas shoppers weekdays and Saturdays December 14-31; prohibited student discounts for fares on commuter buses; approved diversion of 50-SAN MARIN-NOVATO-SAN FRANCISCO buses through the commuter parking lot on Smith Ranch Road once the line is shifted to the Geary Blvd corridor sometime this fall and agreed to divert two midday trips on 10-TIBURON-MILL VALLEY-SAN FRANCISCO to loop around Drake Avenue in Marin City. GGT bus fares in certain areas will rise on January 1st - local fares in Marin will increase from 60 to 75¢ while fares between San Francisco and Point Reyes will jump from $2.05 to $3 and between Bolinas and San Francisco from $1.75 to $2.70. The transbay increases will still only provide a revenue to cost recovery of 31%, well below GGT's goal of 50%. Local fares within Sonoma County will be increasing also. To reduce the cost of the transit deficit paid to GGT the present 50¢ countywide fare will be increased to 60¢ and the county will be divided into two zones with Wilfred Avenue at Rohnert Park as the dividing line so that a two zone ride will cost $1.20. The state Senate recently passed a bill which would require the Public Utilities Commission to adjudicate a dispute between The Golden Gate Bridge, Highway and Transportation District and Crowley Maritime Corporation, operators of Harbor Carriers and Red And White Fleet, over compensation to be paid GGBHTD for Crowley's use of the Sausalito Ferry Terminal as part of the soon to be operated Fishermans Wharf-Sausalito service. The two groups have been negotiating for years and this legislation is seen by some as the only means to end the discussions.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: MCTDsponsored, GGT operated local services were changed September 13. 1-NOVATO-STRAWBERRY had service eliminated between Strawberry and Marin City except for two am northbound and two pm southbound trips and service is now provided to Kaiser Hospital, formerly served by Line 27. 23-CANAL-FAIRFAX had evening service trimmed from half hourly to hourly. Former 27 and 35 have been combined into 27-TERRA LINDA-SANTA VENETIA. The new 27 runs from San Domenico School in Sleepy Hollow thru San Anselmo to Woodland and DuBois to 4th & Hetherton, then via Grand and Lincoln to No. San Pedro Rd to the Civic Center and Santa Venetia operating hourly weekdays only. After much discussion as to who would operate MCTD's five new vans (the first equipment MCTD has purchased since its 1974 beginnings) the contract was awarded to the Marin Senior Coordinating Council for $160,548 for one year. The vans will run weekdays for senior/handicapped on a reservation basis in eastern Marin County and supplemented by MSCC vans if needed.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: On July 13th express service began on Line 10-WHITTIER BOULEVARD on an experimental basis to/from downtown Los Angeles. Buses depart the Pico Rivera terminal at 616AM and 334PM operating along the regular route to Atlantic, operates "closed door" along Atlantic, then via Beverly and regular route of 40/45/50 to downtown stopping only at transfer points. Outbound departures leave Fifth and Beaudry at 720AM and 445PM. Regular Line 10 service was extended last June, without fanfare, along Atlantic from Whittier to Beverly with the buses operating "closed door" along Atlantic. MMBL fare structure has been revised with a 50¢ local fare systemwide including the express bus and zone charges have been eliminated. Senior citizens pay 20¢, students pay 25¢, intra system transfers are free and interagency transfers to RTD, SANTA MONICA and NORWALK are 20¢.

GOLDEN EMPIRE TRANSIT DISTRICT (GET)

BAKERSFIELD: GET planned to begin four new routes October 19th serving Greenfield, Stine and Harris Roads, Greenacres and Rosedale, and Fruitvale Ave and Olive Drive. This will add 15,000 people and 23 square miles to the district. Frequencies will range from 45 to 60 minutely. The NORTH CHESTER line will be extended into the Highland Knolls area populated by mobile home dwellers and seniors. The Rosedale route will include an innovation by deviating off route to the Tosco refinery where 60 of the 300 employees expressed an interest in the bus. GET has revived the "Ride And Shop" program which has not been used much in recent years. This is a concept whereby a rider requests a coupon from the bus operator, has it validated at a participating merchant and gets a free ride home. GET hopes to retrieve the lost patronage resulting from last year's strike which is five per cent behind 1980 numbers. Ridership is more promising on GET-A-LIFT vehicles reaching 379 one Sunday in August in spite of a fare increase from 75¢ to $1.00. GET bus operators recently approved, by a close vote, provisions of a new two year contract calling for an 8% pay increase this year and 7% next year and an improved health plan.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Changes were made on four lines October 11th including new RTA service to Corona. Line 1A-MAGNOLIA AVE. replaced 13 operating to Fairmount Park running via Market, Redwood, 5th, Banks and Locust to the park. 13-ARLANZA will now provide service between 7th & Market, UCR and Canyon Crest Town Center at Central and Canyon Crest. 14-CASA BLANCA was extended from Home Gardens to Corona via 6th, Smith, 10th, Lincoln to 6th and regular route. Buses no longer operate along Evans, Grace, Mary, Marguerita and Maude. East of 7th & Market the line now operates along Market, 1st, Main to end of the line at Stephens and La Cadena Drive West. Both 13 and 14 now have half hourly headways between 7 and 8AM and 5 and 6PM. 16-UNIVERSITY AVE no longer serves University between Lemon and Canyon Crest nor Canyon Crest between University and Monte Vista, the revised 13 serving the area. 16 now operates along Lime, 14th, Chicago, Le Conte and Monte Vista to Canyon Crest Drive, then regular route to March AFB. Line 16 serves Fairmount Park on Saturday when 1A does not operate.

ARROW TRANSIT (AT)

SAN DIEGO: AT began operating between downtown San Diego and the North Island Naval Air Station during the summer charging a 75¢ cash fare and operating from approximately 530PM until about midnight on a hourly headway. Equipment consisted of one former COUNTY TRANSIT TDH 4512 (see Equipment Report) and most of the passengers were observed to be naval personnel. During October AT began a second route between Chula Vista and North Island designed for home to work commute travel with all seats reserved and a $35 monthly charge. The fare for daily riders, on a space available basis, is $1 each way. The bus departs the park and ride lot at Sweetwater and I-805 at 550AM, Von's Shopping Center at 559AM, the park and ride lot at L Street and I-5 at 605AM arriving North Island at 635AM. The return trip departs North Island at 335PM.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: With the close of summer and the winter schedule changes one of two round trips on the SAN FRANCISCO-CONCORD-STOCKTON line was discontinued leaving only a 745AM departure from San Francisco and a 330PM departure from Stockton. One evening round trip on the TRAVIS AFB-SAN FRANCISCO INTERNATIONAL AIRPORT line was also dropped.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The diesel bus situation on the MUNI (lack of adequate maintenance practices has recently caused shortages of up to almost 200 of the 420 scheduled units) reached the stage in October that operations of 14-GUERRERO LIMITED, 14-FREEWAY EXPRESS and 40-COMMUTER were suspended beginning October 21, additional trolley coaches were added on 14-MISSION and 30-STOCKTON and plans were being finalized to lease up to fifty buses from the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. A plan to repair the idle buses either by MUNI personnel or by outside contractors is the number one priority of MUNI at this time. Plans have been speeded up to convert the 55-SACRAMENTO line to trolley coach by December. This would free up an additional 24 buses. In the November election San Francisco voters endorsed a measure that will allow the City Public Utilities Commission to set cable car fares above those for the rest of the system which funds could aid in the city's quest to find 10 million as its share of the planned 60 million overhaul of the entire cable car system.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have approved calling for bids for installation of a second tie down device on each of 53 buses which will allow two wheelchair riders to ride at one time. A six month experiment that will reduce fares and spped up service on the BLOOMINGTON DIAL-A-RIDE will soon start. The DAR system would be restricted to a few traffic generating points such as shopping centers, neighborhood service facility, Kaiser Hospital and Valley & Cedar. Fares for regular passengers will be reduced from $1.50 to 80¢, 75¢ to 40¢ for seniors and 50¢ to 40¢ for handicapped. Line 9-RIALTO-BLOOMINGTON will be pulled back from Cedar and Slover to Valley and Cedar with connections to/from the DAR.

CITY OF CALEXICO PUBLIC TRANSPORTATION SYSTEM

CALEXICO: The City Council recently held a public hearing to consider input from the public on a proposal to abandon city established bus routes for the city's two bus companies. City planners designed the system while the bus company owners complained that the routes in the fringe areas would not allow them to operate at a profit. (Ed. Note - KENNEDY TRANSIT SERVICE is one operator but the name of the second firm is not known to WT). The routings were adopted this past summer after eight months of study and five public hearings.

CENTRAL CONTRA COSTA TRANSIT AUTH RITY (CCCTA)

WALNUT CREEK: CCCTA is expected to begin operation next March 1st taking over the city operated WALNUT CREEK MINI-BUS (seven routes and twelve buses) and the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT operated service in Concord, Pleasant Hill, Moraga, Orinda and Lafayette (fifteen routes and twenty three buses). WCMB operates a mix of Chance Minibus RT-50s and Transcoaches while AC has assigned 13 Flyer D900-10240s, nine TDH 5304s and two SDH 4501s. CCCTA has ordered thirty Gillig 35 foot buses and will ultimately locate its maintenance and operations facility on land originally purchased by AC located on Highway 4 in the Port Chicago area.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: A new service, 21-VALLEY VIEW SHUTTLE, was inaugurated November ? operating weekdays only between 630AM-1005AM and 200PM-530PM over the following alignment: Cypress College via Valley View, Lincoln, Walker, Orange, Valley View, Belgrave, Bailey and Chapman to Valley View. One 1100 series 53102-8-1 is assigned and the line is based at Division 4. Originally scheduled to be started next February and to include the Springdale Street segment of present 54-CHAPMAN-SPRINGDALE the one bus line was started in response to petitions from residents of the Cypress College Park area to afford transportation to Cypress High School and Cypress College. Also beginning November 2 was a realignment of 47-ANAHEIM BOULEVARD to use the newly opened Haster Bridge over the Santa Ana Freeway in lieu of a more circuitous routing along Katella, Claudina and South Anaheim Blvd.

FILLMORE AREA TRANSIT CORPORATION (FATC)

FILLMORE: FATC, owned and operated by John Chapman of Fillmore had been operating for about one year between Fillmore and Ventura College, St. Bonaventure High School in Ventura and the Ventura County Government Center using one bus. Public Utilities Commission officials recently decided that the firm needed a certificate to operate. SOUTH COAST AREA TRANSIT (SCAT) has requested that if a certificate is issued that FATC operate "closed door" in SCAT's operating area. The PUC has not yet issued a decision.

CITY OF PALM SPRINGS

PALM SPRINGS: The Palm Springs City Council has officially "killed" the Sun Surrey" and the assessment district which financed it (SS was a downtown area loop service using double decker buses and charging a quarter fare). This action will also mean dropping lawsuits against merchants who refused to pay their assessments and refunds to those merchants who had paid. Provided that no other tax assessment district is created the buses will probably be sold.

TRANSIT AND THE COURTS

SAN FRANCISCO and LOS ANGELES: The California Supreme Court has banned any collection of a new 0.5% sales and use tax in Los Angeles County until it decides whether the tax is valid. The stay prevents enforcement of Los Angeles Superior Court Judge Robert Weil's order that would have resulted in $240 million a year for the Los Angeles County Transportation Commission. This tax was approved by a 54% vote in the November 1980 election and opponents contend that a 2/3 affirmmative vote is needed to enact new taxes. The money would be used for public transportation purposes including reducing bus fares within the county.

Superior Court Judge Robert Weil has ruled that the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Directors acted properly and legally last summer in raising the basic fare to 85 cents rather than reinstituting a zone system and reducing service. The Coalition for Economic Survival had asked Weil to roll bus fares back to their pre July 1 levels claiming the increases fell hardest on the poor, elderly and handicapped, thus violating the state law requiring that mass transit be made easily available to them. But Weil said that the law only created a "prefatory desire" to extend mass transportation to those groups and, considering all things, that the RTD Directors had done their best. CES attorney Bruce Saltzer is considering an appeal.

METROPOLITAN AREA COMMUTER SYSTEM (MACS)

FAIRBANKS: MACS took delivery of eight Gillig Phantom buses, model 35-96T6V92, during September. Specially designed and built for Fairbanks weather conditions, the buses are fully insulated and are equipped with thermopane windows and the heating system should satisfy the needs of passengers and drivers under most circumstances. The buses seat 39 passengers and have one wheelchair position. With the arrival of the new buses several route and schedule changes as well as a fare increase were made October 1st. Fares are $1 per zone for adults, 50¢ for seniors, handicapped and children 6 to 12 and children under six ride free of charge. Monthly passes are $30 and tokens are available at 75¢ each in rolls of ten. Transfers are free and good for 1½ hours. Route and schedule changes include: Route 1 last bus leaves University of Alaska to City Center at 900PM. On Saturday service begins one hour later and is extended to 1000PM. Route 3-4 now has half hourly service during morning and evening commute hours weekdays. There will be no service from City Center to Hamilton Acres about 230PM to accommodate driver shift change. Route 5-9 has been extended to Lemeta on an hourly headway. Fort Wainwright service extended to serve Gaffney Road to BLM during commute hours only. No service from City Center to Aurora about 230PM to accommodate driver shift change. Route 7-8 service discontinued to Redfox Drive and the Chena Pump Road campground. No service from Farmers Loop at 200PM to accommodate driver shift change. Route 50 received a substantial change in routing which includes service for Newby and Hurst Roads and the Old Richardson Highway.

NEVADA WESTERN STAGES (NWS)

FALLON: This new company has filed an application before the Nevada Public Service Commission seeking authority to operate between Fallon, Silver Springs, Stagecoach, Dayton and Moundhouse as well as intermediate points. Fallon is served by LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. on their route between Reno and Las Vegas. No service is provided between Fallon and Carson City and the latter has experienced substantial growth in recent years.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: SCAT implemented a number of route and schedule changes on October 18th. Route 3A-SUN VALLEY VIA RUSHING was changed to allow four daily except Sunday trips to be extended to the Northwest or Transmountain campus of El Paso Community College. The trips depart San Jacinto Plaza at 615AM, 1115AM, 415PM and 615PM and depart the Salem and Rushing terminal at 731AM, 1231PM, 531PM and 920PM. 19-LOMA TERRACE and 21-TIGUA were changed from five buses and a thirty minute headway to four buses and a 35 minute headway. 19 has been made a semi express between Five Points to the Plaza stopping to discharge passengers inbound and pick up outbound. The same pattern was applied to the 21 between Thomason Hospital and the Plaza. 30-MONTWOOD EXPRESS had its schedule revised to attract more riders and 31-NORTHGATE-SUNRISE EXPRESS had two morning trips and one afternoon trip dropped and the afternoon service was rerouted to serve Northgate Center first and Sunrise second. The fleet numbers of the City-cruisers have been verified to be 501-530 while the Handy SCAT buses are 900-914. Voters in the City of El Paso and the unincorporated areas of Anthony, Vinton and Clint were scheduled to vote November 3rd on a measure designed to create a Regional Transit Authority which would be partially financed by sales tax revenue instead of operated as a department of the City of El Paso. The authority is planning on increasing the bus fleet to perhaps 200 buses serving all parts of El Paso County, developing a new route structure which will include neighborhood feeder lines, crosstown service and a new downtown shuttle service.

PUEBLO TRANSPORTATION COMPANY (PTC)

PUEBLO: The publicly owned PTC provides transit service in this southern Colorado city and surrounding area with a fleet of sixteen buses including fourteen GMC PTS buses and two TMC Citycruisers. Ten lines are operated weekdays and Saturday operating either hourly or half hourly and the buses pass through downtown Pueblo at the downtown transfer point of Fifth and Court, in close proximity to the Trailways Bus Station. Night and Sunday service is provided by two special lines, 8-SUNDAY SERVICE NO. 1 serving Eastside and Irving and 9-SUNDAY SERVICE NO. 2 serving the southside and Pueblo Mall. In the evenings these lines operate hourly between 700PM and 1000PM while on Sunday Line 8 operates hourly between 600AM and 1000PM and Line 9 serves the southside every half hour and the Pueblo Mall every hour between 600AM and 1000PM.

PTC ROSTER

10,20,30,40,50,60,70,80,90,100	GMC	T8H203/279-288
110,120,130,140	GMC	T7020A/810130-810133
150	TMC	1TUBBT58XBF000500
160	TMC	1TUBBT581BF000501

The PTC paint scheme is a wide orange band with black trim on a white bus. "Pueblo" is outlined in black on the side of the bus, the "O" is an orange ball, the bottom half of the circle being a series of orange and white stripes.

PTC SERVICE TABLE

Line No.	Name	WEEKDAY Operating Hours	Hdwy	SATURDAY Hours	Hdwy
1	BESSEMER-EAST SIDE	515AM-615PM	30	515AM-615PM	60
2	ORMAN-IRVING	515AM-615PM	30	515AM-615PM	60
3	BERKELEY-BEULAH	515AM-615PM	30	515AM-615PM	30
4	FAIRMOUNT PARK	530AM-600PM	30	530AM-530PM	60
5	HIGHLAND PARK	645AM-545PM	60	645AM-545PM	60
6	BELMONT	630AM-530PM	60	600AM-600PM	60
7	PUEBLO MALL	945AM-545PM	60	945AM-545PM	60
8	SUNDAY SERVICE NO. 1	-	-	-	-
9	SUNDAY SERVICE NO. 2	-	-	-	-
10	NORTHERN AVENUE	(540AM-910AM	60	-	-
		(140PM-510PM	60	-	-
11	UNIVERSITY	730AM-530PM	60	-	-
12	CITY PARK	700AM-500PM	60	945AM-515PM	30

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (MTA)

HOUSTON: The MTA has announced a combined capital and operating budget of slightly under 200 million for FY 1982. The capital program calls for acqusition of fifty new buses this year and eighty next year. The operating budget is 90.9 million of which 83 million will be used directly for bus operations. The capital program will cost 98.9 million and will primarily support Houston Metro's bus operations. Older buses will be rehabilitated, garages will be constructed, and a transportation systems management program of low capital costs will be undertaken. Agency employment is expected to reach 2003 people by September 1982

"AS THE GM SEES" BY WILLIAM VALLOW

As expected the Motor Bus Society convention in San Francisco the weekend of October 17-18 was fantastic. We visited many properties including SAN FRANCISCO MUNICIPAL RAILWAY, AC TRANSIT, SAMTRANS, PEERLESS STAGES, GOLD N GATE TRANSIT, PENINSULA CHARTER LINES, SANTA CLARA COUNTY TRANSIT, TRAILWAYS, INC., GREYHOUND LINES, EASTSHORE LINES and GUITON CHARTER. It was a superior weekend.

A special congratulations to WTS member Gerald Squier who was elected President of MFS. He will do a fine job with a fine organization.

It was a privilege for me to be introduced as the General Manager of WTS, but deservedly so, Ed Buckley was singled out as being the driving force behind the group. As MOTOR COACH AGE is indebted to Al Meier so we at WTS owe a great deal of thanks to Ed.

As I was enjoying my weekend I really felt a desire for WTS to have some kind of similar get together. With this in mind I would like to hear from each of you about a possible excursion. While I am willing to do much of the legwork, I do need to know that WTS would be behind such a venture. Right now I am interested in possible suggestions as to places and transportation. John McKane expressed interest in San Francisco and Mike Glickin offered San Diego. What about the rest of you? Please write and let me know your ideas. Unless there is sufficient interest there would be little point in planning such a weekend. Having enjoyed the fellowship of such people as John Hoschek, John McKane, Steve Goldmann, George Howell and many others I think an excursion by WTS would do wonders in bringing us closer together. Just remember that in 1983 WTS will be twenty years old and we should also start planning for festivities at that time.

Member Don Flayhart has come up with an excellent suggestion. We share information with our news reports and the equipment changes in each issue. Don suggests that we begin a "roster of the month" series. This would help those interested in tracing buses to keep track of which buses are where. We are always deeply grateful to Lazear Israel and Ed Buckley for their superlative SCRTD and OCTD surveys each year. Why don't we add to their efforts in our own small way? If any of you have fleet lists you would like to share please send them to either Ed Buckley or myself. Suggestion: for reasons of space nd the editor's time we probably should restrict this to smaller companies or perhaps you could prepare stencils for the larger companies and send them to the editor.

Member Jay Roberts is interested in RTD material for his collection. He would like any timetables prior to 1974 and any original or duplicate slides of old look GMCs which operated for SCRTD, LAMTA or MCL. If anyone can give him a hand, his address is 10552 Daines Drive, Temple City, CA, 91780.

Keep coming to meetings, they get more interesting each month.

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BUS SERVICE IN THE CITY OF EL CENTRO

EL CENTRO: Fixed route bus service may return to this Imperial Valley city as the City Council has endorsed such a plan by Jon Gill who operates the Dial A Ride program. The one bus line would begin at the Greyhound Station via Main, Imperial Ave to El Centro Center, returning Imperial to Aurora Ave to Fourth St to State St to the bus station charging a regular fare of 75¢ and 25¢ for children. The trip would take thirty minutes.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Gold City Tours	200	TMC	MC5C/S13386	
California Parlor Car Tours	72-83	TMC	MC9/ T7/7 2760-2771	
Kerrville Bus Company	V679-V682	TMC	MC9/ T7/7 2772-2775	
Gray Line of San Francisco	101-110	TMC	MC9/3467-3472	
Missoula (Mont) Transit	201-204	Orion	01.501/140-143	
Sonoma County Area Transit	01-12	GrFlx	35096-6/93532-93543	
Utah Transit Authority	8125-8150	GMD	T6H5307N/B1035-B1060	
Culver City Muni Bus Lines	7022-7031	GMC	T8020H/812434-812443	addtl info
Central Contra Cista TA	100-129	Gillig	3596T6V92/80061-80090	39, lifts
Avis Rent A Car	AVIS80-87	Gillig	3596T6V92/80000-80007	
Tri Met (Portland)	700-786	CrIkarus	286/100027-100113	artic
American Buslines, Inc.	(25102	Eagle	05/20196	model 10 body
	(27102	Eagle	05/20191	"
USED				
Arrow Transit (San Diego)	4549-4550	GMC	TDH4512/2137-2138	SCCTD 4549-50
Sonoma County Area Transit	(104	GMC	TDM5103/007	GLW 9406
	(506	GMC	TDH3301/054	Chinook 103
Peerless Stages, Inc.	(341	GMC	PD4106/1449	Santa Cruz 61
	(342	GMC	SDM5302/-	
County Transit System (El Cajon)	(20-24	GMC	TDH4519/138,141,143-145	St. Petersburg, Fla
	(28-29	GMC	T6H4521A/104,108	Austin 1831, Ky Bus Lns 1845
	(31	GMC	T6H4523N/019	LaSallePeru 1262
	(32	GMC	T6H4523A/126	Tucson 1276
	(34-35	GMC	T6H4523A/827-828	Tucson -
	(36-38	GMC	T6H4523A/831-833	" 1473,1462, 1463
DISPOSITIONS				
Austin Transit System	1308	GMC	TDH4519/045	to Hausman
Long Beach Transit	4574	GMC	T6H4521/032	to Dickenson

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