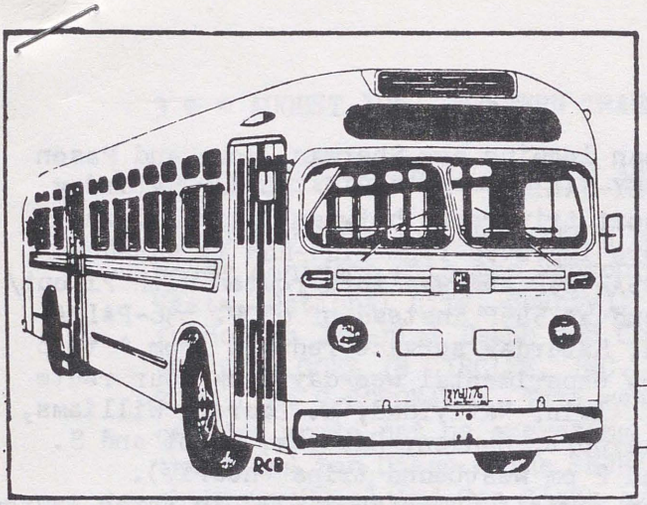


Western Transit

Monthly Publication of The Western Transit Society

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MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: Major service improvements in both Monterey and Salinas metropolitan areas were effected on February 27 as follows: 4-CARMEL VALLEY service was improved from 60 to 30 minutely on the portion of the route between Monterey Transit Plaza and downtown Carmel (6th & San Carlos) weekday peaks (715A-915A and 315P-515P) and Saturdays 915A-515P. These trips, thru routed in Monterey with 12-MARINA VIA COE AVE. GATE, except the 815A and 915A trips from Monterey which operate thru from 21-SALINAS-MONTEREY VIA HWY 68. The number of weekday trips diverted to Community Hospital was increased from 2 am to 3 with the addition of the last pm trip. 5-CARMEL POINT service improved from 60 to 30 minutely on the portion between Monterey and Carmel CBD (6th & San Carlos) weekdays 730A-530P and Saturdays 830A-530P. These short trips serve Community Hospital replacing service formerly provided on all trips of the full length route which now bypass the hospital. The short trips are thru routed with 7-MARINA VIA BROADWAY in Monterey as are regular 5-CARMEL POINT trips. The effect of the 4 and 5 service changes are to improve service between the Monterey and Carmel CBDs from 30 to 15 minutely on weekday peaks and Saturdays. 7-MARINA VIA BROADWAY was improved from 60 to 30 minutely weekday peaks (630A-830A and 230P-630P) and Saturdays 930A-630P. These trips do not thru route at Marina with Rt 12 as do regular trips. Three Sunday afternoon outbound only trips were added to provide a 30 minute headway from the Monterey Transit Plaza between 215P and 515P. 8-DEL REY OAKS had the last Monday-Saturday trip from Monterey changed from a round trip to outbound only ending at Portola & Canyon Del Rey. 9-FREMONT-HILBY had the first two Sunday/Holiday trips changed to originate at the outer end (Noche Buena & Broadway) instead of the Monterey Transit Plaza. 10-FREMONT-ORD GROVE added one inbound trip from Ord Grove at 723AM weekdays and dropped first inbound am trip (658) Saturdays. The 727 and 827AM trips from Monterey now operate both directions via Mark Thomas Drive instead of Fremont and Hwy 1 between Aguajito and Casa Verde. 12-MARINA VIA COE AVE GATE was extended from its former inner terminus in Seaside (Del Monte & Palm) to Monterey Transit Plaza Monday-Saturday and the number of round trips (60 minute headway) was increased from 12 to 14. Sunday/Holiday service continues to operate a short route between Marina and Fort Ord terminating at Del Monte & Cypress. All daily trips continue to thru route with 7-MARINA VIA ORD GROVE at the Marina terminus. 20-MONTEREY-SALINAS VIA MARINA had Monday-Saturday "Streaker" express service (operates via Highway 1 instead of Del Monte between Palm and Casa Verde) changed from 3am-1pm Salinas bound/1am-2pm Monterey bound to 3am Salinas bound/2am-2pm Monterey bound and was thru routed in Salinas with 33-SANTA RITA Monday-Saturday and 33 inbound from Monterey/34-EAST ALISAL outbound from Salinas Sunday/Holidays. 22-MONTEREY-BIG SUR (summer only) had its Monterey terminus changed to the Monterey Transit Plaza eliminating the CBD loop. In Salinas holiday service was added on the same schedule as those routes operating on Sunday (33 & 34). 21-SALINAS MONTEREY VIA HIGHWAY 68 had Monday-Saturday service (60 minutely thru routed alternately with 28-SALINAS-WATSONVILLE VIA CASTROVILLE and 29-SALINAS-WATSONVILLE VIA PRUNEDALE and added short turn Salinas local service Sunday/holidays between the Salinas Transit Center (Salinas & Gabilan) and Tore Park hourly 1025A-525P (thru routed with 33 outbound and 34 inbound). 30-ALVIN DRIVE droppe Saturday service while 31-VILLAGE HEIGHTS reduced Saturday hours to 930A-430P. 32-CROSSTOWN is a new route operating hourly weekdays 738AM-538PM using one bus and running from Salinas Airport via Skyway, E. Alisal, E. Market, Williams, E. Laurel (diverting via Natividad Road to Natividad

MST Continued

Medical Center and return), N. Davis and Larkin to Sherman looping ccw Sherman, Howe and Mason to Larkin. 33-SANTA RITA was thru routed with 20-MONTEREY-SALINAS VIA MARINA Monday-Saturday and from 20 and to 21 on Sunday/Holidays. The Sunday short trip route between Salinas Transit Center and Northridge Shopping Center operating hours were improved from 1145-445 to 945-445. 34-EAST ALISAL had Sunday operating hours improved to 905A-505P and was thru routed with 21 out/20 inbound. 35-EAST MARKET changed weekday service to end at 545P instead of 630P. 36-PALMA changed weekday service to start at 815A instead of 715A, Saturday service reduced from 9 to 8 trips and Sunday service dropped. 38-INDUSTRIAL is a new experimental weekday peak hour route running from N. Main & Chaparral via Chaparral, Linwood, Alvin, Natividad, E. Laurel, Williams, E. Alisal and S. Sanborn to Terven, looping cw Terven, Airport, Hansen, Haskins, Abbot and S. Sanborn to Terven. 2am trips eastbound (45 minutely) and 2 pm westbound trips (hourly).
In equipment news late arrival of the new 35 foot Grumman Flxible 870s (#501-521) in March caused MST to once again bring TDH 4509s #118-120 (Ex SALINAS TRANSIT SYSTEM 815, 812 and 814) out of retirement to meet increased coach requirements of the February service improvements. In addition, 4509 #117, which had previously been leased from EASTSHORE LINES from August to November 1979 was returned (still in MST colors) and TDH 4517 #123 (ex RT 4545) still in Sacramento colors was also leased. These coaches joined former AC TRANSIT SDH 4501s #151-154, which had been on lease since the summer of 1981, and remained in service until the 870s arrived in March, at which time all the lease coaches were returned and the 4509s ceremoneously retired for the fourth (and presumably last) time since MONTEREY PENINSULA TRANSIT took over BAY RAPID TRANSIT COMPANY and STS later merged with MPT to become MST. The aforementioned #118-120, plus 4509 #121 and TDH 5107 #122 (both never operated in MST service), have since been disposed of. In April MBD-8000s #401-402, which had been used exclusively on hilly 3-LA MESA VILLAGE, were taken out of active service and replaced on this line by a Flxible 45096-8-0 of the 201-215 series. However, ex STS short "new look" Flxible 35096-6-1 #605 was since fitted with a 6V-92 engine (increasing horsepower from 200 to 300) and entered service on July 12th, the first regular scheduled use of these buses in Monterey local service. During the month of June a half price sale was conducted to acquaint the riding public with the advantages of purchasing a monthly pass. The single zone pass was reduced from the regular $18 to $9 and the All Zones Pass was priced at $17.50 rather than the usual $35. A 148 per cent increase in pass sales took place with sales totaling 1038.

GREAT AMERICAN STAGELINE, INC. (GASL)

NEWBURY PARK: GASL inaugurated a new route on June 7th. This route, its second, originates in Moorpark (only one daily trip) and also serves Simi Valley, Santa Susana, Chatsworth and Canoga Park connecting in Woodland Hills with the regular VENTURA-THOUSNAD OAKS-INTERNATIONAL AIRPORT line. Six daily round trips are offered between Simi Valley and Woodland Hills and only airport service is offered on this alignment. One way fares to/from LAX range between $6 and $10. Headways on the VENTURA-LAX line were reduced from hourly to approximately every 75 minutes and a fifth round trip to/from Ventura was added (most trips originate/terminate at Oxnard).

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: Two new square windowed Flxette buses have joined the CVT fleet and are being used on Line 706-DOWNTOWNER. The 23 passenger, air conditioned units cost about $45,000 each and are the first new units of an eventual replacment for the entire CVT fleet. The remaining buses will be full size units for the other city routes. The smaller buses are expected to be more efficient on the downtown shuttle, taking up less room on crowded streets and saving fuel.

SUPPORT WESTERN TRANSIT SOCIETY - ATTEND MONTHLY MEETINGS - SECOND SUNDAY AT 700PM--
272 ALPINE STREET IN PASADENA

WTS 20TH ANNIVERSARY BEING PLANNED FOR 1983 - SEND YOUR IDEAS TO GENERAL MANAGER BILL VALLOW

3 * * AUGUST 1982 WESTERN TRANSIT

BUS SERVICE BETWEEN CORONADO AND SAN DIEGO

SAN DIEGO TRANSIT CORPORATION bus service outside the City of San Diego is operated under contract with the appropriate jurisdiction (El Cajon, La Mesa, Coronado, Chula Vista, National City, County). Last May the Strand Express Joint Powers Agency, funded by Imperial Beach and Coronado, awarded a five year service contract to THE BUS THAT GOES IN CIRCLES, INC. beginning July 1st for service which would replace SDTC Line 9-CORONADO. This meant that for the first time SDTC or one of its predecessors would not be operating buses, streetcars or ferrys on Coronado or between there and San Diego. The SEJPA proposed that TBTGIC Line 901 between Coronado (Amphibious Base) and San Diego over theaalignment of Line 9. The City of San Diego then claimed that the city has control of bus routes within their city and they were only willing to allow TBTGIC to operate as far as the Barrio Logan Station of SAN DIEGO TROLLEY and indicated that a connecting bus (actually a shortened Line 9) would be available to downtown. All area transit agencies honor each others transfers and if the Coronado-San Diego trip required a two vehicle ride the TBTGIC buses would collect cash fares in one direction and paper transfers in the other effectively reducing revenues by half. The San Diego City Council decided that TBTGIC should apply and receive a temporary paratransit permit which irked the bay cities because such licenses are generally for mom and pop type van passenger carriers. SEJPA chose to have the bus operate over the planned withour regard to San Diego's plans. On July 1st Bus 138 (TDH5303/2420) was the first bus to arrive in San Diego and one of the passengers was Coronado Mayor Patrick Callahan who rode because it was believed San Diego officials would try to stop the bus. Nothing actually happened and the City Council was soon involved in discussions to determine how the Strand bus could be stopped from going downtown. The City Attorney has stated the city charter allows city officials to decide which bus systems can use city streets and that this auth ority is discretionary. The City went to Superior Court for temporary restraining order against the bus route extension, but the court refused to issue the order. The City of Coronado then requested the Public Utilities Commission to issue a certificate for the service to TBTGIC, but so far the Commission has not done that although a staff position is that the agency has such authority.

The new service, 901-IMPERIAL BEACH-CORONADO-SAN DIEGO, is a combination of the former TBTGIC 170-STRAND STREAKER between Imperial Beach and Coronado and a portion of SDTC 9-CORONADO-PACIFIC BEACH plus weekday school service for the Coronado Unified School District and a shuttle service, operating weekday peak hours, inside North Island Naval Air Station which meets the regular buses at the Main Gate. Service operates between 530AM and 230AM each day, half hourly all the way on weekdays until 630PM and hourly until close of service as far as Coronado. On weekends service is half hourly to Coronado and hourly to Imperial Beach with the same night service. 901 begins at Kettner & Broadway (AMTRAK Depot) via Kettner, Broadway, 10th Ave (outbound), 11th Ave (inbound), Imperial, National, Crosby, Logan, San Diego-Coronado Bay Bridge, 3rd, Alameda, 4th, Orange/Silver Strand, Palm, Seacoast, Imperial Beach Blvd/Coronado Ave, 19th and Palm to Hollister (Palm City Trolley Station). Adult cash fare is 80¢ with students, seniors and handicapped 40¢. There is a special Line 901 Monthly Passes available for $25 good only for rides beginning or ending in Imperial Beach or Coronado. Regional Passes are also valid on Line 901. The buses are painted with white roof, blue around windows and to belt line, a wide belt stripe dark blue outlined in red and with white letters reading "THE STRAND ROUTE", silver sides and below the rub rail. The front is blue over silver with the bus number in white. The buses are equipped with bicycle racks and one piece headsigns.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

SACRAMENTO: A new era for intercity bus passenger travel may be on the horizon according to the State Intercity Bus Plan, a report issued this past spring by CALTRANS. The report discusses changes brought about by possible state regulatory reforms and considers the possibility of a "Basic State Intercity Bus Network". California is presently served by an extensive intercity bus network available to nearly every community of 5000 or greater and the intercity bus is the most widely available public travel mode in the state and one of the most economical. CALTRANS has been working to encourage improved intercity bus service by funding carriers that seek to offer additional or innovative service and since 1979 $2 million has been allocated to fourteen intercity carriers (WT 5/81). To further improve service the plan proposes the "Basic State Intercity Network" that would link together the principal locations in the state along a 5879 mile system of county roads and state highways. The majority of routes in the network are profitable and will continue to be served by private carriers. In order to ensure the maintenance of intercity bus service along the network subsidies are proposed for a limited time to close network gaps. In addition, lift equipped buses are proposed in the plan to serve major travel corridors. Some remote parts of the state may lose service temporarily and a Five Year Emergency Transition Program to ensure that these areas are not left without public transit is also in the plan.

REDWOOD EMPIRE LINES (REL)

REDDING: REL, operating between Eureka, Redding and Alturas, has used the Greyhound Depot in Redding as a tenant operator. On April 1st REL moved out and opened their own depot across the street from Greyhound. The new facility has off street loading and all the requirements of a bus terminal. The California state subsidy of the additional round trip per day between Redding and Eureka expired on July 1st. REL has been satisified with the ridership and will continue to operate the Redding to Eureka round trip on its own. The Eureka to Redding round trip continues unchanged.

SOUTHERN PACIFIC (SP)

SAN FRANCISCO: U. S. District Court Judge Marilyn Hall Patel recently denied a request from SP to overturn a California State Supreme Court decision which said that SP needed to follow a Public Utilities Commission decision to operate an Oxnard to Los Angeles commuter train service including construction of parking facilities and station platforms. SP had filed for both preliminary and permanent injunctions, CALTRANS has $2 million earmarked to reimburse SP for station improvements and because SP has continued to claim the commuter rail would interfere with its freight operations, the PUC has ordered the state to pay all reasonable costs resulting from any interference. The PUC action also calls for SP to file tariffs and timetables by October 15th. The train service is scheduled to stop in Oxnard, Camarillo, Moorpark, Simi, Chatsworth, Northridge, Panorama City, Hollywood/Burbank Airport, Burbank, Glendale and Los Angeles. Northridge area residents have requested that the station either be relocated to another area or not instituted because of traffic congestion and parking concerns, but no final decision has been made in this issue.

RIDEO

LIVERMORE: RIDEO, the City of Livermore's local bus system, has six Chance RT-50 buses in its fleet. Chance has recently delivered trailer units for adaption to the buses. These units are trailer buses like the motor unit and track around curves similar to articulated buses. A close circuit TV fare box monitor indicates to the operator the fare paid on the trailer. The receiver unit is located behind the driver in order to cpmply with state regulations.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Sunday September 19th is set as the last day of regular service for the PCC cars on the five MUNI rail lines. Beginning the following the Boeing-Vertol Light Rail Vehicles (LRV) are scheduled to operate in the Market Street Subway seven days per week. The last day for cable cars to operate before the two year shutdown for system rehabilitation is Tuesday September 21st. The $58.1 million rehab program involves earthquakeproofing and rebuilding of the cable car division interior where the system's power machinery is housed in addition to renovation of all three cable car lines. Diesel buses will be substituted on the three lines as they have been previously. Under discussion is a plan whereby San Francisco realtor Arnold Gridley, who presently owns sixteen motorized cable cars which operate under the name CABLE CAR ADVERTISERS as a charter party carrier, may provide "cable car" service between the Powell/Market area and the Fishermans Wharf area over three routings skirting Nob Hill via the gentler terrain of Chinatown and North Beach. The last of the RTD buses (WT 12/81) was taken out of service in mid April after a sufficient number of MUNI buses were repaired and available for service. Recent advertisements in trade publications indicated these are RTD buses for sale in care of MUNI and all sixty are available for sale. MUNI's Five Year Plan calls for the purchase of 95 articulated trolley coaches, 100 articulated diesel buses and 110 standard 40 foot diesel buses over the next two to six years. 22 additional LRVs are already ordered for early 1983 delivery and MUNI hopes to acquire another 17 within the following year. Line 17-PARKMERCED LOCAL was altered June 1st in the Stonestown area. The 17 no longer runs along Junipero Serra between Winston and Holloway but now makes a loop from 19th Avenue along Buckingham Way. The 25-SAN BRUNO line has been rerouted in Daly City from Velasco Avenue to Geneva Avenue between Scherwin and Santos. Also involved in this rerouting is an agreement whereby SAMTRANS Line 24B-BRISBANE will now honor MUNI Fast Pass for riders in the local area.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT bus fares were raised July 1st for most types of riders and most types of fares. Local fares within Marin County rose from 75¢ to 85¢, local within Sonoma County rose from 60¢ to 70¢ (there are two local zones within the county), Transbay fares between San Francisco and Zones 1, 2 3 and 4 rose while fares to/from Zones 5 and 6 stayed the same. Zone 2 fares increased from $1.45 to $1.65, Zone 3 from $1.75 to $2, Zone 4 from $2.05 to $2.35, Zone 5 stayed at $2.70 and Zone 6 at $3. Sausalito Ferry rates increased from $2 to $2.50 weekdays and from $2.50 to $3 weekends. Larkspur Ferry charges did not change and passengers buying ticket books still receive a ten per cent discount. Discount fares for the elderly, handicapped and students were raised in the same proportion as the regular fares. The GGT Board has approved an agreement allowing passengers free transfers between GGT corridor buses and the West Marin bus service, sponsored by MARIN COUNTY TRANSIT DISTRICT, scheduled to begin operation about July 1st. The service will operate between Inverness and San Rafael and between Bolinas and Strawberry via Stinson Beach. GGT and Local 1575 of the Amalgamated Transit Union have been bargaining over a new labor contract got GGT operators and talks have collapsed over three issues, pay rates, vacation benefits and certain work rules. GGT has offered a two year pact with a 4.75% hourly wage increase the first year and a two per cent increase the second year if absenteeism drops below 7 percent and ATU officials have stated that with absenteeism presently at 14 per cent this seems almost impossible. Operators current wage rate is $9.54/hour and the 4.75% increase would add 45 cents per hour. Vacation is an issue because operators presently receive four weeks after 15 years and five weeks after 25 years while the craft unions, which signed agreements last year, now receive 4 after 10 and 5 after 20.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: May 30, 1982 was an important day in SCAT history as the entire bus system was revamped with SCAT offering 37 routes rather than the former 27 with no increase in the amount of scheduled miles traveled. The elimination of trips on unproductive lines provided the resources needed to start bus service in areas not previously served. An entirely new line numbering system was also started with the number indicating the area of the city in which the bus travels: 1-9 are Express, 10-19 West Side, 20-29 Border, 30-39 Central area, 40 -49 Northeast, 50-59 East Side and 60-69 Lower Valley. Details of the new lines include 1-VISTA HILLS & MONTWOOD EXPRESS (former 30) has had all trips extended to Vista Hills on the east and one trip to University of Texas - El Paso (UTEP) on the west end. 2-NORTHGATE-RUSHFAIR EXPRESS (former 31) no longer serves Sunrise Shopping Center but was extended to Rushfair Center on the east and UTEP on the west. 3-YSLETA EXPRESS is new and runs from UTEP to Ysleta via downtown and Border Highway, once in Ysleta it terminates at Pecan Grove Shopping Center. 4-WESTSIDE EXPRESS is also new operating from Mercado Mesa Shopping Center via Mesa and Interstate Hwy 10 to downtown. 5-NORTHEAST-FORT BLISS EXPRESS covers territory which had been viewed as the upper end of a crosstown line from Northeast El Paso to the Lower Valley but was the victim of the budgetary constraint of no added mileage. Three pick up points (Veterans Park, Rushfair Center and Northgate Center) are used as park and ride stops for Fort Bliss bound patrons. 10-UTEP SHUTTLE and 20-CBD-BRIDGES are two circulators in the downtown area using the same bus, both operated as one way loops, 10 operating hourly and 20 twice an hour on a 20/40 headway. On Saturday 10 does not run and 20 operates 20 minutely. 11-SUNSET-MESITA VIA UNIVERSITY (old 6B and 8) uses former 6B route, then via Schuster, Oregon and University to the former 8 routing including a backing maneuver at the Camelot Apartments since it has become a condo complex with a guard gate past which the bus is no longer allowed to travel. 12-COUNTRY CLUB (former 9) now runs every 90 minutes (was 40) and Doniphan Street is used south of Sunland Park which requires SCAT to receive ICC permission for that part of the route in the State of New Mexico. 13-CORONADO HILLS VIA FIESTA and 14 CORONADO VIA ESCONDIDO (old 15A and 15B) and 15-DONIPHAN VIA MESA are the three branches of the Mesa Street service, each operating on a different headway (13 on 65", 14 on 70" and 15 on 45") causing some unusual operations and loading conditions. 21-CHELMONT VIA RAYNOLDS and 22-CHELMONT VIA CHELSEA are former 11A and 11B with no service or route changes. 23-CHAMIZAL VIA PAISANO and 24-CHAMIZAL VIA DELTA are the two directions of a bi-directional loop line which incorporates former 7 and 10 lines. 30-FORT BLISS VIA RADFORD and 31-FORT BLISS VIA HASTINGS are the two former branches of 2. Inside the base the buses have been rerouted into the industrial area and service to the 2400 area where the soldiers are has been deleted. 32-BEAUMONT HOSPITAL VIA PIEDRAS is old 4 and 33-GOVERNMENT HILL VIA TROWBRIDGE is old 5 with alternate trips extended to El Paso International Airport. 34-BIGGS VIA ALABAMA/BEAUMONT is new and operates four weekday round trips between downtown and Biggs Field. 35-GRANDVIEW VIA DYER is former 12 while 36-MEDICALVIA HIGHLAND is former 14 to the Medical Center, then via Curie and Murchison to former 6A line. 40-SUN VALLEY VIA RUSHING and 41-SUN VALLEY VIA MCCOMBS replaced 3A and 3B in the northeast area. 50-CIELO VISTA VIA MONTANA replaced former 13 while 51-EASTWOOD VIA MCRAE and 52-EASTWOOD VIA WEDGEWOOD are the former branches of 16. 53-VISTA DEL SOL VIA TRAWOOD and 54-PEBBLE HILLS VIA MONTWOOD are two new circulators on the east side. Each line operates on a 50 minute headway using three Citycruisers and 53 is the only SCAT line presently indicating Wheelchair Lift service. 60-HIGHWAY 80 VIA KENNEDY and 61-HIGHWAY 80 VIA SINGH replaced former 17 to the Lower Valley, the heaviest line in the system after the new 40/41 (old 3A/3B) and these lines have been extended to the Pan American Industrial Center on Americas Avenue, about a mile east of Ysleta during the peak hours. 62-PASODALE VIA LAKESIDE (former 18) now operates every 45 minutes (was 35) and 63-LOMA TERRACE VIA HUNTER is former 19 with little change in operation.

SCAT Continued

64-TIGUA VIA SAN JOSE is former 21 and every fourth trip operates on an alternate route thru the San Juan area. 65-HACIENDA VIA LILAC, former 22, operates on former alignment except that weekdays every third trip (1'45" headway) operates to the Valle Verde Campus of the El Paso Community College. 66-LANCASTER VIA NORTH LOOP is former 25 and the only change is operating via Betel from Lancaster through LeBarron to the King Apartments.

Vehicle assignment wise the 501-530 series Citycruisers are assigned to 2, 3, 4, 5, 10/20, 15, 30, 31, 34, 53 and 54. 12, 33 and 62 had been expecting them but these along with all the other lines have been assigned RTS IIs. SCAT has been experiencing maintenance problems, especially air conditioning in the RTS' and the T8H5307As 91-99 and 150-159 in former 4200 number order. 109, a T6H4523N and 4204-4213 and 090 (former 4214), former DALLAS TDH 5303s have not been active recently.

To celebrate the total revamping of the SCAT system all bus rides on Tuesday June 1 were free of charge. Line 4-WESTSIDE EXPRESS was the first casualty of the dramatic change as it was discontinued as of July 27th as daily ridership (one round trip was operated) continued to hover around zero and the vehicle could be used elsewhere as a second section.

# #

AS THE GM SEES BY WILLIAM VALLOW

Attendance at recent meetings has been significantly better. Thanks to those who have been attending and really making the meetings worthwhile.

Should any of you be able to go east in September or October do not forget the Motor Bus Society convention in Hartford. As those of us who attended Los Angeles and San Francisco MBS conventions can attest, they put on a super show in every way.

On Labor Day in Fresno Bob Redden's IBC club and ALLSTATE CHAPTER LINES are staging the first "Bus Bash West". Those of you who read National Bus Trader or International Bus Collector know that historical coaches as well as modern ones will be there, together with exhibits, voting, etc. It looks like a very interesting day. Bus Bash is being treated as a semi official WTS excursion thanks to member Charles Brown who will be taking his ex PACIFIC GREYHOUND Mack to the event. He has invited WTS members who want to ride to Fresno to do so with him. The fare will be a sharing of fuel expenses to the tune of between $10 and $20 round trip. Why not have a good showing of WTS members on either Charles' bus or in Fresno for Bus Bash West. For more information on riding the Mack contact Charles at 520 East Willow, Apt 12, Long Beach, CA, 90806 but remember we will be leaving VERY early in the morning to be in Fresno at 830AM.

Tom Helliwell has very kindly offered some items for sale as a fundraising activity for WTS. Available are such items as 1967 RTD Survey @$3, 1970 survey @ $1, 1972 survey @ $1, 1973 survey @ $1, first OCTD Survey @ $1, DENVER TRAMWAY bulletin from July 1969 @ $1 and back issues of WT at $1 each. These issues include 8/70, 1/71, 3/71 through 12/71, 1/72, 2/72, 5/72, 8/72, 9/72, 11/72 and 12/72. For each desired item please send the price quoted and fifty cents additional to cover postage. Any extra funds from this operation will be used for WTS purposes.

SUPPORT WTS BY ATTENDING MONTHLY MEETINGS, 7PM, 272 ALPINE IN PASADENA ON THE SECOND SUNDAY OF EACH MONTH

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
USED				
County Transit	(211-212	M/B	0309D/309382-10-029291,029299	
	(			TUCSON 4730-31
	(4800-4802	GMC	TDH5301/ (1)	A/C
	(4803-4816	GMC	TDH5302/ (2)	WMATA,A/C
	(4817-4827	GMC	TDH5301/ (3)	HOUTRAN
	(4828-4831	GMC	TDH5301/ (4)	WMATA,A/C
	(4832-4839	GMC	TDH5302/ (5)	WMATA,A/C
	(4840-4856	GMC	TDH5304/ (6)	WMATA,A/C
	(4857-4881	GMC	TDH5302/ (7)	TNJ

(1)-serials 766,3409,3412 - former owner unkn
(2)-serials 526,547,548,747,549,678,683,689,716,719,722,538,735,741 - former WMATA 5828,5849,5850,5969,5851,5900,5905,5911,5938,5941,5944,5840,5957,5963
(3)-serials 2696,3375,3377,3385,3389,3392,3393,2711,3383,3386 - former HOUTRAN 45,216,218,226,230,233,234,60,224,227,231
(4)-serials 3052,3060,3061,2443 - former WMATA 3301,3309,3310,3324
(5)-serials 523,540,556,681,695,713,740.750,181,186,194,195,196,201,206,214,233, 238,244,541,591,598,601,625,192 - former WMATA 5825,5842,5858,5903,5917,5935, 5962,5972,6301,6306,6314,6315,6316,6321,6326,6334,6353,6358,6364,6402,6452, 6459,6462,6486,6312
(6)-serials 158,162,240,185,187,197,200,201,219,231,226,371,235,237,241,244,245, 246,251,253,258,265,354,375,382 - former TNJ P314,P318,P396,P341,P343,P353, P356,P357,P375,P387,P382,R318,P391,P393,P397,P400,P401,P402,P407,P409,P414, R301,R322,R329
4800-4827 were rehabilitated by Pacific Bus Rebuilders before delivery to CT
4828-4881 were rehabilitated by Nimco Shredding Company before delivery to CT

DISPOSITIONS				
Intercity Transit	1201-1202	TWIN	TC31/25150-151	For Sale
Humboldt Transit Authority	(7-10	GMC	TDH4517/337,137,	For Sale
	(		055,098	"
	(15-16	GMC	TDH4509/037,041	"
SAMTRANS	(123-127	GMC	TDH4519/001-005,	To Pasco,WA
	(128,130		563,1825	Via Dickenson
	(9800@	GMC	TDM5303/@	To Natl Coach

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