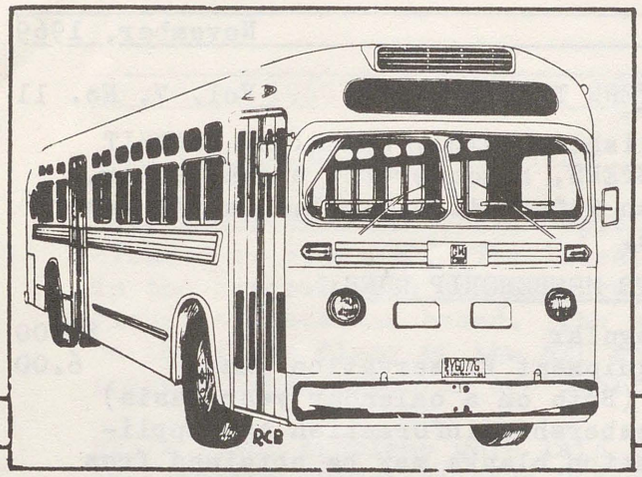


Western Transit

Monthly Publication of The United Transit Boosters

'Dedicated to Better Transit'

Vol. 7, No. 11 November, 1969 Twelve Pages

C A L I F O R N I A

OAKLAND AIRPORT TRANSIT LINK

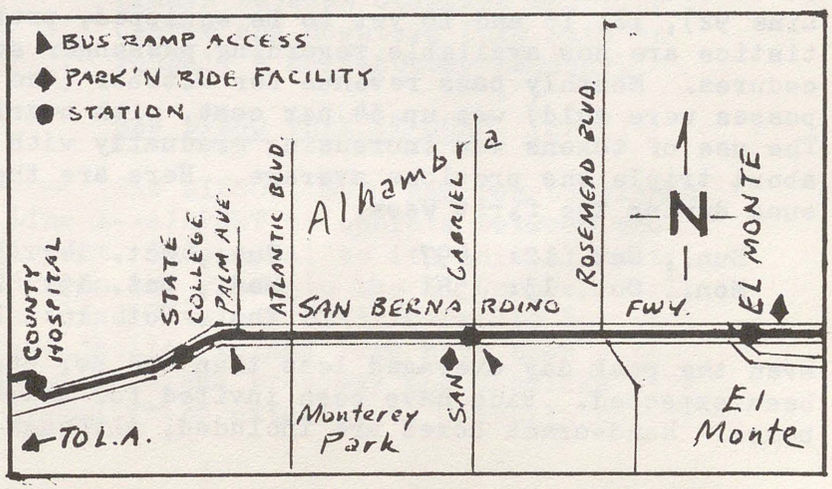
OAKLAND: Six East Bay agencies have signed a formal agreement to join in a $90,000 feasibility study of a transit link between the Coliseum Station of the BAY AREA RAPID TRANSIT DISTRICT and the Oakland Airport. Sponsoring agencies are BARTD, the City of Oakland, Alameda County, the Port of Oakland, ALAMEDA-CONTRA COSTA TRANSIT DISTRICT and Coliseum, Inc. Kaiser Engineers will do the study. Among possibilities mentioned are fast shuttle bus service, a BARTD rail spur or air-cushion vehicles.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: SCRTD has formally applied to the U. S. Department of Transportation for a $19 million grant toward the $36.9 million cost of constructing a proposed "rapid busway" in the median of the San Bernardino Freeway between El Monte and downtown Los Angeles.

The project, covering 11 miles of private right-of-way, will mark the first time that a separate roadway for buses has been built in the median of a freeway. SCRTD officials hope the busway, which would enable buses to make the run in about 18 minutes compared to 25 to 30 minutes now, would be the forerunner of a full-fledged rail rapid transit system.

SOUTHERN PACIFIC at present has a single track rail line in the median. This once was the main line of the PACIFIC ELECTRIC between Los Angeles and San Bernardino. The RTD plans to acquire all or part of the SP's right-of-way. The exclusive bus lanes will extend from Santa Anita Ave. in El Monte to Mission Road on the edge of downtown Los Angeles. In the downtown area, the express buses would go through the Civic Center, south on Olive Street to Seventh, and west on Wilshire to Wilton Place, thus creating a new through route. RTD officials say that by running a bus every half - minute, as many as 6,000 commuters an hour could be carried.



The state has set a timetable to begin work on the busway next spring in connection with a freeway widening project. The project would take about two years to complete. Stations on the buway are planned at El Monte, San Gabriel

Club News

MEETING NOTICE

December Regular Meeting:

Date: December 14, 1969
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles
Location: West side of Los Angeles, ¼ block north of Olympic Blvd., 3 blockes east of Fairfax Avenue
Transportation: SCRTD lines 4 & 89

January Regular Meeting:

Date: January 11, 1970 (time and place as above)

⊕ ⊕ ⊕ ⊕

New U. T. B. Members

#84 Larry Birch, South San Francisco
#85 Edwin Stauss, Canoga Park

(Welcome aboard, gentlemen!)

* * * * * * * * *

WESTERN TRANSIT Vol. 7, No. 11

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CALIFORNIA--SCRTD (CONTINUED)

Blvd. in Rosemead, California State College at Los Angeles and County-USC Medical Center.

Following introduction of the Exact Fare plan on October 12, Division 7 buses were equipped with locked-type fare boxes on October 19 and Division 6 on November 2. This left only Divisions 8, 9, 11 (except Line 92), 12, 13 and 18 yet to be equipped, probably later this month. Further statistics are now available regarding passenger acceptance of the new fare-handling procedures. Monthly pass revenue for October (the first month for which multiple-zone passes were sold) was up 34 per cent, with nearly 13,000 $3.50 zone stamps being sold. The use of tokens was increasing gradually with 9,000 used on Wednesday, October 15, about triple the previous average. Here are the daily totals of refund envelopes issued during the first week:

Sun., Oct. 12: 497	Tue., Oct. 14: 310	Fri., Oct. 17: 129
Mon., Oct. 13: 581	Wed., Oct. 15: 170	Sat., Oct. 18: 137
	Thu., Oct. 16: 191	

Even the peak day averaged less than one per bus, far fewer than might reasonably have been expected. Bids have been invited for the District's stock of Johnson Type D fare boxes. Hand-crank boxes are included, although all boxes in regular use since 1958

CALIFORNIA--SCRTD (CONTINUED)

were motor-driven. Total capital cost of the Exact Fare program has been increased to $994,250. The latest increase, of $94,500, is due to modifications in the central cash counting room from the preliminary plans on which the previous estimate was based. The new and larger ticket and lost and found office on the first floor of the RTD building opened late in October. All types of prepaid transportation are available at this location.

RTD's labor problems were laid to rest, for the present, when members of the Amalgamated Transportation Union ratified their new contract October 14.

Arrangements have been made for the in- and-out storage of 25 GREYHOUND buses at the District's Macy Yards. This is a temporary operation, during construction of a new Greyhound facility.

The following coaches have been repainted in the District's Chrome Yellow, Champagne Gold and White livery since our last report: 5000, 5003, 5004, 5013, 5046, 5048, 5063, 5066, 5069, 5078, 5086, 5108, 5112, 5117, 5118, 5825, 5832, 5840, 5870, 5875.

CONTINENTAL WESTERN LINES (CWL)

LOS ANGELES: CWL has refurbished additional Golden Eagles into 40-seat Silver Eagles with a portable bar. Buses include 14301 (B&C GE/6344), 14302 (B&C GE/6351), 14309 (B&C GE/6500), 14310 (B&C GE/6501) and 14916 (B&C GE/6492).

FIVE YEARS AGO IN THE BOOSTER

(Highlights of November, 1964)

+SCRTD took over operations of LOS ANGELES METROPOLITAN TRANSIT AUTHORITY at 10:03AM Thursday, November 5. First route change was separation of Line 83--WILSHIRE-SUNSET-TEMPLE into 42--SUNSET-TEMPLE and 83--WILSHIRE. Owl service was instituted on Wilshire.

+WESTERN GREYHOUND LINES sets up a new SFBACR route in Marin County, Line F--SAN FRANCISCO (FERRY BLDG.) --MANOR.

+SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM abandons its experimental CROSSTOWN line which had run hourly using a 31-seat GMC TGH-3102.

PENINSULA TRANSIT LINES (PTL)

PALO ALTO: PTL has made several improvements in service on its routes. Line 3--EAST PALO ALTO has had additional buses added Monday through Friday in the AM and PM rush hours and Line 6--SAN ANTONIO ROAD now has a half-hourly headway, instead of hourly, all day. A 25-cent "Shop-A-Round" ticket is now available. A five-cent shoppers bus now runs Saturdays between Stanford Shopping Center and downtown Palo Alto on roughly a half-hourly headway.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC has reestablished Line K--CATALINA BLVD. and revised Line A--AIRPORT to operate between the Plaza and San Diego International Airport, indentical to its initial routing (TB 4/67). Line A had been extended from the Plaza to the El Cortez Hotel and from the airport to Shelter Island and Catalina Blvd./Cabrillo National Monument (WT 9/68). The El Cortez and Shelter Island legs have been abandoned with Line K now operating between 10th and Broadway and Catalina Blvd. points with certain Monday through Friday trips extended to Cabrillo Monument.

CALIFORNIA--SDTC (CONTINUED)

Base headway of the reestablished line is 45-minutely with a 35-minute peak hour headway. Saturday, Sunday and holiday service consists of four round trips on a 90-minute headway, leaving downtown at 10:25AM, 11:55AM, 1:25PM and 2:50PM, all destined to the Cabrillo monument.

BARRETT TRANSPORTATION CO. (BTCo.)

SAN FRANCISCO: We have previously reported some of the manifestations of the takeover of Barrett by WESTGATE-CALIFORNIA CORP., this month we have further developments. Briefly, BTCO.'s old roster was as follows:

Coach Numbers	Builder	Model/Serial Number	Notes
1401-1418	Flxible	Clipper/30781-30798	
2801-2802	GM Coach	PD4104/3836, 3692	
2803-2804	GM Coach	PD4104/1029, 1031	Ex-Quaker City QT207, QT209
2805-2806	GM Coach	PD4104/4221-4222	
2807-2808	GM Coach	PD4106/1623-1624	
2809-2810	GM Coadh	PD4106/2350-2351	
2811-2812	GM Coach	PD4106/2675-2676	
2814-2815	GM Coach	PD4106/3099-3100	
2816-2819	GM Coach	PD4107/259-262	
2820-2821	GM Coach	PD4107/1040-1041	
2822-2823	GM Coach	PD4107/?	
2900-2901	Flxible	2363-DD1/10667-10668	

Notice that the 1400 and 2800 series were begun with "01" while the 2900 series was begun with "00"; note also that there was no 2813, although there was a 1413--apparently someone was superstitious, but not consistently.

It was reported that the 4106's and 4107's had been repainted orange and white but not the 4104's, Flxiliners or Clippers; also that the 4106's and 4107's had been renumbered into the 300 series. We now have the following to report: (1) repainted and renumbered 4104's have been seen; (2) an orange 4106 numbered 313 has been seen, and (3) a repainted Flxiliner numbered 301 was seen.

It is doubted that the Clippers will be retained for long. In fact, some of them have already been noted on used bus lots. And one final note: buses 218-219, the last of AIRPORTRANSIT's order of 4107's have been seen in service in the Bay Area on BTCo. routes with "AIRPORTER" on the letterboards instead of "AIRPORTRANSIT."

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy.)

SAN FRANCISCO: Muni's 10 new Flxibles have arrived. On October 19 coach 4001 (111CC-C3/54036) was at Kirkland Division with a notation "Hold for service until 10/20/69" on its windshield. Coaches 4000, 4002 and 4006 (111CC-C3/54035, 54037 and 54041) were at Ocean Division. All vehicles were driven to San Francisco by Kenosha Auto Transport Corp. The coaches feature Cummins V8 diesel engines, 48 Flxible-made seats, electric headsigns, speckled gold roof and interior upper sides and metal lower sides.

CALIFORNIA (CONTINUED)

COMMUNITY ENTERPRISES, INC. (CEI)

STANTON: CEI, a subsidiary of INTERMARK INVESTING, INC., has announced the proposed purchase of all asset of SPECIAL TRANSPORTATION SERVICES, INC. of Oakland. STS operates 33 buses, transporting handicapped children in the Bay area. Plans call for STS to be integrated into the BAY CITIES BUS SYSTEM of Oakland. The transfer is subject to the approval of regulatory agencies.

HOLIDAY LINES (HL)

WEST COVINA: A PUC hearing is scheduled December 14 on HL's application for a certificate to operate fourteen sightseeing tours from Ontario, Montclair, Claremont, Pomona and West Covina to points in San Luis Obispo, Ventura, Los Angeles, Orange, San Diego and Santa Barbara Counties. Two coaches have been purchased for the proposed service (See Equipment Report).

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL has received two new air-conditioned buses, a couple of GMC T6H4521A New Looks (See Equipment Report). Purchased with the help of federal aid (WT 9/68), the coaches are painted light blue, which is a reversion to the system's former scheme, and feature push doors and FM radios. They also have descriptive headsigns such as "1--LOS ANGELES to WHITTIER & INDIANA" which eliminates the need for metal dash signs. Other coaches in the fleet retain the older headsigns and dash signs.

On September 14 Line 1--WHITTIER BLVD. Saturday headway was improved from 16-minutely to 13-minutely between 10:00AM and 5:00PM. With the arrival of the new buses six gasoline-powered coaches will be retired and offered for sale; these include 27 (GMC TGH3102/813), 34 (TGH3102/814), 36 (TGH3102/636), 37 (TGH3102/481), 39 (TGH3102/480) and 40 (TGH3102/585).

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: STA's Exact Fare plan, adopted last June 20, has been dubbed "InSTAfare" and is a success, General Manager William D. Bourne reports. Part of the popularity stems from the fact that the former 1¢ charge for transfers was eliminated.

GREYHOUND LINES - WEST (GLW)

SAN DIEGO: GLW's three SAN DIEGO-BORDER routes have been rerouted in the downtown San Diego area. Inbound the buses run via Market Street, Union, C Street and Front Street into the depot, leaving via 1st Street, C Street, 4th Avenue and Market. Route F--SAN DIEGO-LOGAN HEIGHTS-FREEWAY-SAN YSIDRO-PORT OF ENTRY trips which had been running daily every half hour have been replaced by Route E--SAN DIEGO-PORT OF ENTRY NON-STOP. Actually, the only difference is that Route E skips points within the town of San Ysidro.

Coach 9498 (GMC TDM4801/049) has been assigned to San Diego, making a total of five 4801s (9498-9499, 9505-9506, 9508) and ten GMC TDH-5301s (9700-9709) which are assigned to the San Diego-Border commute operations.

CALIFORNIA (CONTINUED)

UNION PACIFIC STAGE CO. (UPSCo.)

EAST LOS ANGELES: UPSCo. has received permission from the State PUC to prune connecting bus service from three outlying Los Angeles areas to the Union Pacific Railroad station in East Los Angeles, effective December 1. In the process, San Pedro, Gneldale, Whittier and La Habra will be eliminated from the three routes that UPSCo. operates as a convenience for passengers of UP's "City of Los Angeles." Here are the changes:

Route 1--SAN PEDRO-LONG BEACH-EAST LOS ANGELES: Daily trips to originate in Long Beach instead of San Pedro.

Route 2--GLENDALE-PASADENA-EAST LOS ANGELES: Daily trips to originate in Pasadena instead of Glendale.

Route 3--ORANGE-WHITTIER-LA HABRA-MONTEBELLO-EAST LOS ANGELES: Trips to operate over Santa Ana Freeway instead of city streets through Montebello, Whittier and La Habra.

Each line has one bus (a GMC PDA-4101 painted in UP's Yellow with red trim) which deadheads to the outer terminal each day, converge on UP's East Los Angeles station at about 12:20PM (for arrival of westbound UP train at 12:40PM), pick up incoming passengers, return loaded to outer terminals, and deadhead in to the garage.

STOCKTON METROPOLITAN TRANSIT DISTRICT (SMTD)

STOCKTON: This month's feature covers SMTD, which took over in June 1965 the operations of two private operators, STOCKTON CITY LINES (a subsidiary of PACIFIC CITY LINES) and LINCOLN BUS LINES, which was owned by UTB member Robert Burrowes.

Operations have grown slightly since those days, and the fleet has been modernized. Lines 1, 2, 3, 4, 5 and 7 generally cover former SCL routes while lines 6 and 8 traverse former LBL routings. Line 1 also covers a route that had been operated by the San Joaquin County Hospital using two GMC TGH-3102s.

SMTD's initial fleet consisted of 21 GMC TD-3609s, 12 TDH-3610s and four TDH 4517s (all from SCL) plus two TDH-3610s leased from SAN JOSE CITY LINES and one TDH4509 from Oakland Equipment Leasing. The latter three buses were subsequently returned to their owners. LBL's two TGH-2708s were added to the fleet when that firm was officially taken over some time after SMTD.

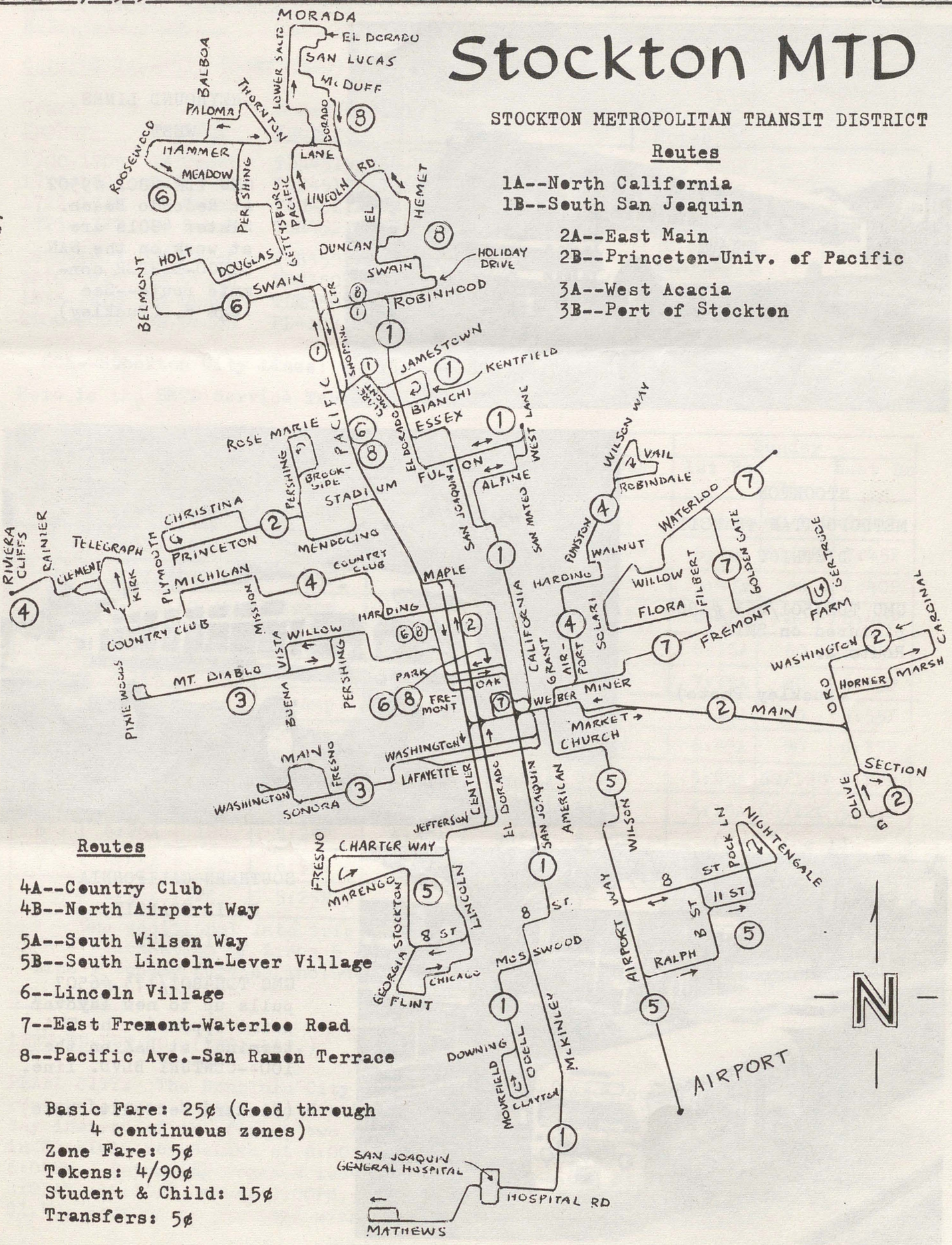
Here is the SMTD roster:

Coach Number	Builder	Model/Serial Numbers	Notes
1601-6102	GM Coach	TD3609/248, 242	Ex-SCL
1609	GM Coach	TD3609/089	"
1611	GM Coach	TD3609/174	"
1613-1614	GM Coach	TD3609/176-177	"
1623-1624	GM Coach	TDH3610/1183, 1181	"
1626	GM Coach	TDH3610/1180	"
1633-1634	GM Coach	TD3609/205-206	"

(Roster Continued on Page 9)

Stockton MTD

STOCKTON METROPOLITAN TRANSIT DISTRICT



Routes

1A--North California
1B--South San Joaquin

2A--East Main
2B--Princeton-Univ. of Pacific

3A--West Acacia
3B--Port of Stockton

Routes

4A--Country Club
4B--North Airport Way

5A--South Wilson Way
5B--South Lincoln-Lever Village

6--Lincoln Village

7--East Fremont-Waterloo Road

8--Pacific Ave.-San Ramon Terrace

Basic Fare: 25¢ (Good through 4 continuous zones)
Zone Fare: 5¢
Tokens: 4/90¢
Student & Child: 15¢
Transfers: 5¢



GREYHOUND LINES

WEST

GMC TDM-4801 #9502 at Redondo Beach. Sister 4801s are at work on the SAN DIEGO-BORDER commute route--See Page 5. (Buckley)

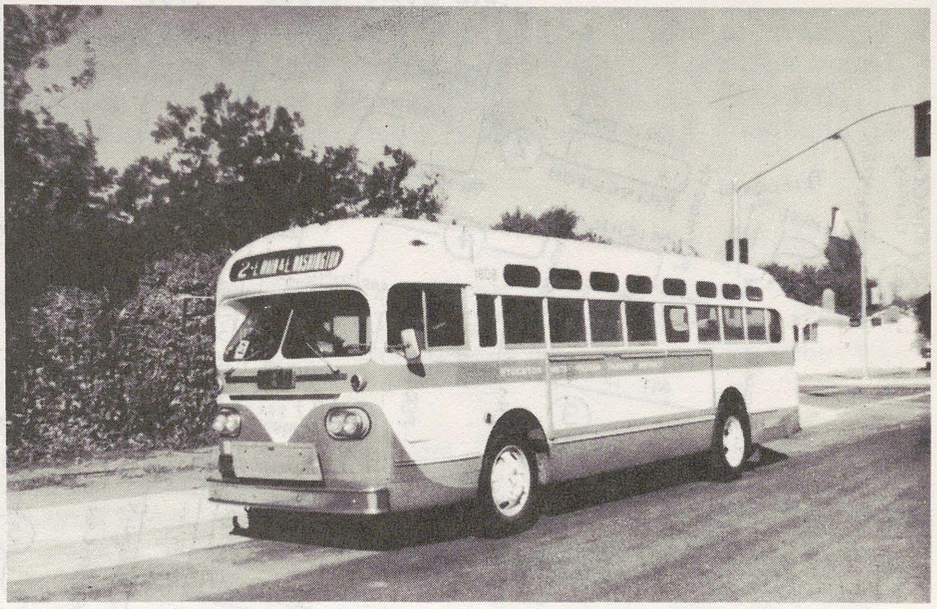
STOCKTON

METROPOLITAN TRANSIT

DISTRICT

GMC TDH3501/263 #1808 pictured on SMTD Route 2.

(Buckley Photo)





SOUTHERN CALIFORNIA

RAPID TRANSIT

DISTRICT

GMC TDH4801/173 #6507 pulls up to new layover point opposite the TWA terminal at LAX on the 100--CENTURY BLVD. line.

(Richard Petzoldt Photo)

CALIFORNIA--SMTD (CONTINUED)

Coach Number	Builder	Model/Serial Numbers	Notes
1700-1705	GM Coach	TDH4519/764-769	New
1720-1721	GM Coach	TDH4519/1786-1787	New, A/C
1722-1724	GM Coach	T6H4521A/333-335	New, A/C
1725-1727	GM Coach	T6H4521A/484-486	New 11/69; A/C
1800-1809	GM Coach	TDH3501/255-264	New
1810-1815	GM Coach	TDH3501/793-798	New, A/C
1816-1819	GM Coach	TDH3501/809-812	New, A/C
2000-2001	GM Coach	PD4104/2511, 2714	39 seats; Ex-WGL 8504, 8528

SCL--Stockton City Lines; WGL--Western Greyhound Lines

Here is the SMTD Service Table:

LINE	Monday-Friday			Saturday			Sunday		
	1st Bus	Base Hdwy	Last Bus	1st Bus	Base Hdwy	Last Bus	1st Bus	Hdwy	Last Bs
1A	5:35A	20/60	6:45P	5:40A	30/60	6:45P	6:15A	60/120	5:45P
1B	5:32A	20/60	7:25P*	5:40A	30/60	7:25P*	5:50A	60/120	7:45P
2A	5:32A	20/40	6:45P	5:47A	30/60	6:25P	5:47A	80	6:40P
2B	5:45A	20/40	6:30P	5:47A	30/60	6:25P	6:42A	80	6:40P
3A	5:42A	40	6:30P	5:42A	40	6:30P	6:15A	80	6:05P
3B	5:42A	40	6:30P	5:42A	40	6:30P	7:15A	80	6:15P
4A	5:55A	30	6:45P	5:45A	45	6:35P	6:10A	80	5:55P
4B	6:15A	30	6:30P	6:15A	45	6:30P	6:45A	80	6:35P
5A	5:40A	30/60	6:45P	5:45A	40/80	6:25P	5:45A	60/120	7:12P
5B	5:50A	30/60	6:40P	5:50A	40/80	6:25P	6:15A	60/120	5:45P
6	6:25A	120	5:25P	6:30A	90**	5:55P	(See Line 1)		
7	5:45A	60	6:50P	5:45A	60	6:50P	7:20A	80	6:00P
8	6:15A	120	5:25P	(See Line 6)			(See Line 1)		

* - One additional late trip leaves downtown at 10:25PM

** - Combination of Lines 6 and 8.

Line 1 Sunday service includes partial coverage of Lines 6 and 8.

H A W A I I

LEEWARD BUS CO. (LBC, Ltd.)

PEARL CITY: The Honolulu City Council has approved a contract for expanded routes between Makaha and Honolulu with the city subsidizing 10 round trips a day instead of the former two a day. The first bus leaves the Leeward terminal in Honolulu for Makaha at 8:00AM with hourly departures (excepting noon) to 6:00PM. Returning coaches leave Makaha for Honolulu at 5:15AM, 5:45AM, 7:00AM, 8:00AM, 10:00AM, noon, 2:00PM, 3:00PM, 4:00PM and 5:00PM. Round trip fare is $1.50; service is provided with former SCRTD GMC TDH-5103 coaches.

C O L O R A D O

DENVER TRAMWAY CORP. (DTC)

DENVER: At 2:00PM on October 22 the 20th Street Viaduct, northwest of downtown Denver, was reopened to traffic. And DTC Route 5--SOUTH GAYLORD-ARGO-50th & FEDERAL buses, which had been traveling westbound over the 16th Street Viaduct since the closing of the 20th Street structure on May 28, resumed the previous and more direct route.

In July the state legislature set up the REGIONAL TRANSPORTATION DISTRICT to try and solve Denver's transit problems. Directors appointed to the District board are charged with determining the needs for transit in the seven-county area, selecting agencies to do more detailed planning, establishing rapport with the U. S. Department of Transportation, and finding a man to act as Executive Director for the agency. Meanwhile, a $1.5 million portion of the city budget was earmarked as Denver's ahre of the purchase of DTC if federal funds become available.

W A S H I N G T O N

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: TTS may be facing a financial crisis next month. On October 7 City Manager David Rowlands told the city council the system needed an additional $150,000 to keep it running until the end of the year; the council voted on October 14 to provide $75,000. TTS loses about $2,000 a day on its operation; the state has authorized aid to transit departments in cities but funds will not be available until mid-1970.

SEQUOIA STAGES (SS)

SEATTLE: SS, doing business as NORTHWEST LINES, has filed application for a certificate to operate charter service in King, Pierce, Kitsap and Snohomish Counties and between those counties and any point in the state.

N E V A D A

CITIZENS TRANSPORTATION SYSTEM (CTS)

RENO: NEVADA TRANSIT CO. and GRAY LINE SCENIC TOURS of Reno have submitted a pooled application to provide city transit service in Reno, which has been without it (except for NTC's RENO-SPARKS line) for several months. Operations would be under the CTS name, and it is understood that a subsidy would be sought.

O R E G O N

PORTLAND: Portland has moved a step closer to municipal operation of the city transit system with the appointment by Gov. Tom McCall of a seven-member board of directors for the PORTLAND METROPOLITAN TRANSIT DISTRICT. Formation of a mass transit district to embrace Multnomah, Clackamas and Washington counties was authorized by the 1969 legislature. Meanwhile, the city continues to negotiate with ROSE CITY TRANSIT CO. for acquisition of the latter's transit facilities; the city has cancelled RCTC's franchise.

T E X A S

DALLAS TRANSIT SYSTEM:

DALLAS: Basic transit fares have increased from 25¢ to 30¢. The Dallas City Council approved the increase in October; student fares will increase by 2½¢ per ride and all other fares, including the 15¢ downtown shoppers' fare and the 5¢ zone fares, will remain the same. The fare increase is expected to produce an additional $931,818 per year to help offset an expectd $1 million deficit.

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E Q U I P M E N T R E P O R T

Below is a list of passenger equipment that has come to our attention as having been acquired or disposed of by Western operators since our last report. Neither completeness nor currency is inplied.

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
NEW BUSES				
SFMRy	4000-4009	Flxible	111CC-C3/54035-54044	Cummins V8
Continental Central Lines	13515-13518	Bus & Car	05SE/7717,7721, 7723-7724	KC-Dallas pool
Synanon	955B	MCI	MC7/	Dark blue/white
Allen Transp Co.	712	GM Coach	PD4903/	2 axle
Orange Belt Stages	146	GM Coach	PD4107/1043	
Montebello Mun Bus	50-59	GM Coach	T6H4521A/452-461	FM radios
AirporTransit	14	Minibus	MBF2D/530	Addn'l info
	416	Minibus	MB1D/449	Addn'l info
City of Los Angeles	18101	Minibus	MB1D/491	14 hiback sts
Howard Johnson Mtr Lodge (Anahein)	--	Minibus	MBTC/461	Wooden seats, tape music
USED BUSES				
South Coast Transit	2776-2777	GM Coach	PD4104/2705,2830	Ex-WGL 8519, 8562
Community Chtr Bus	127	GM Coach	PD4106/2658	41 seat, RR
Pacific Scenic	105	GM Coach	PD4501/955	Addn'l info
Knickerbocker Tour	217	GM Coach	PD4104/348	Ex-GLOSF 217
Holiday Lines (West Covina)	505,510	GM Coach	PD4104/4282,4427	Ex-Embree
HiWay Tours (SF)	Unnun.	GM Coach	PD4104/no plate	Ex-ABL 6100's
Peerless Stages	281	GM Coach	TD4506/226	Addn'l info
	282	GM Coach	PDA4101/312	Ex-SSL 2001
Peninsula Transit	312-314	GM Coach	PD4103/396,397,478	Ex-DCSP 8201, 8202, -
	402	GM Coach	TD4502/001	Ex-PTL 5511
San Mateo-Burlingame Transit Co.	362-363	GM Coach	TD3609/095,255	Ex-SJCL 6606, 6620
	451-454	GM Coach	TDH4509/1689,1672, -,1687	Ex-Houston & Addn'l info

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Numbers	Builder	Model/Serial Numbers	Comments
San Diego Economy	72	GM Coach	TDH4509/1335	Ex-SDTC 997; correction
El Camino Chtr Line	104	Yellow	TD4502/106	Ex-Wilmington
Northgate Transit	--	GM Coach	TDH3610/268	Ex-SCRTD 6669
	22	GM Coach	TDH3610/1541	Ex-?
	--	Mack	C45GT/2753	Ex-M&MCL 170
Associated Chtr Bus Co. (Van Nuys)	A5321D	GM Coach	PD4903/159	Ex-1001
	A5322D	GM Coach	PD4903/322	Addn'l info
Crew Transit (LA)	C101	GM Coach	PD4103/284	Ex-AVBI 514
Drahos Transp Inc	---	Crown	A504-11/32989	41 hiback sts
Metro Transp Inc. (Salt Lake City)	128-219	GM Coach	PD4104/738,3258	Ex-County Tnst Lines 16-17, leased to Lake Shore Mtr Coach
Metropolitan Transit (Seattle)	2467-2469	GM Coach	PD4104/-,741,-	Ex-WGL-,7142,-
	2486-2487	GM Coach	PD4104/922,866	Ex-Grey -, Ex-WGL 7108
	2494	GM Coach	PD4104/1052	Ex-So.Coast
	2892-2895	GM Coach	PD4104/3187,3150, -,3268	Ex-WGL 8615, 8578,-,8696
	2896-2899	GM Coach	PD4104/-	
Bremerton-Tacoma Stages	65	GM Coach	PD4103/1165	
Goodalls Chtr Bus	822	GM Coach	PD4104/2816	Ex-WGL 8548
Continental Bus Sys	11901	Kass	GE/27752	Ex-11308, 30-seat pkg exp
Continental P'handle	42901	Bus & Car	GE/6342	Ex-42301
Vancouver-Seattle Bus	--	Bus & Car	SE/6691	Ex-CWL 14743
Guiton Charter Line	365	GM Coach	PD4103/033	Ex-WGL 7310
	4203	GM Coach	PD4104/1059	Ex-EGL 4100's
	4210	GM Coach	PD4104/3208	Ex-WGL 8636
	4219	GM Coach	PD4104/-	
DISPOSITIONS				
ABL-Southwest Div.	26707	Bus & Car	SE/6148	Sold to unk
ABL-L. A. Div.	25102	GM Coach	PD4104/2035	Sold to unk
Knickerbocker Tours	218,235	GM Coach	PD4104/349,235	In WGL yard
Southshore Lines	2106	GM Coach	PD4104/952	For scrapping
San Jose City Lines	6607	GM Coach	TD3609/096	to SMBTfor pts
SCRTD	2356	GM Coach	TDH4801/122	Scrapped
	6952	GM Coach	TDH4507/1663	Scrapped
San Diego Transit	874	GM Coach	TDH4512/020	To Akron,O.,Metro
Sta Monica Mun BL	4514	GM Coach	TDH4512/1347	Transit via Kent St.
M&M Charter Lines	58	Crown	A743-11/-	To Crown

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