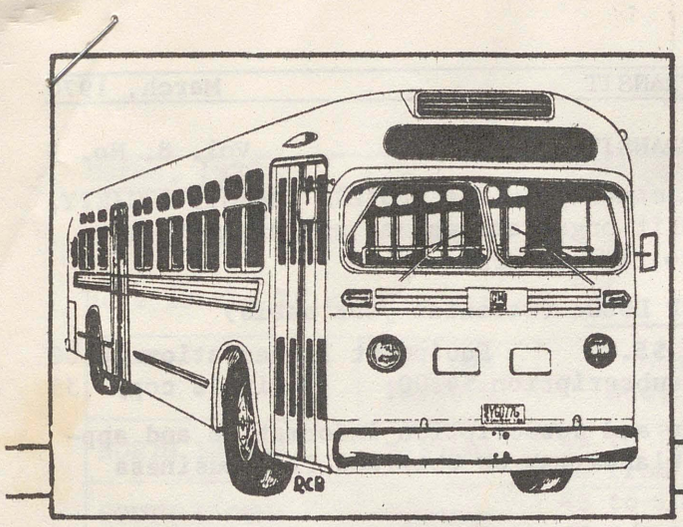


Western Transit

Monthly Publication of The Western Transit Society

'Dedicated to Better Transit'

Vol. 8, No. 3 March, 1970

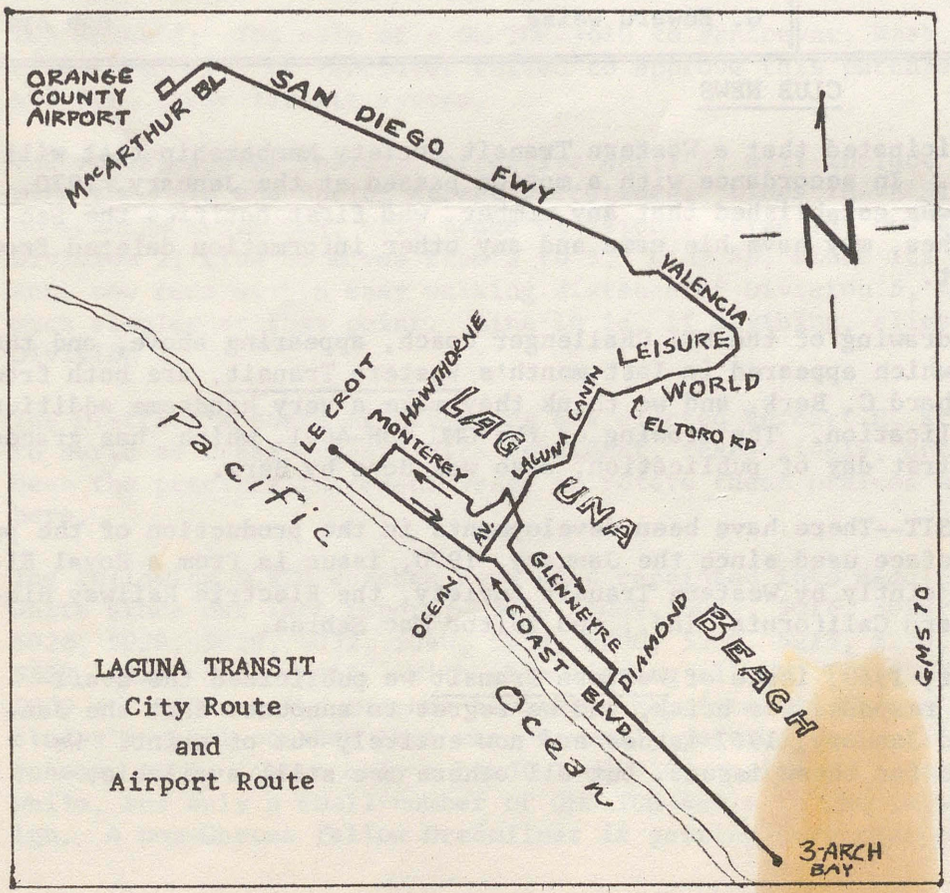
C A L I F O R N I A

AIRPORT COACH SERVICE, INC. (ACS)

ANAHEIM: ACS has reduced from four to one the number of round trips on the LONG BEACH AIRPORT-DISNEYLAND route.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC inaugurated a new route on March 2: SAN YSIDRO-IMPERIAL BEACH-CORONADO-NORTH ISLAND NAVAL AIR STATION. This is the first SDTC service to the border area, and SDTC has distributed 10,000 timetables explaining the route in both England and Spanish. Patronage is expected to come mainly from Mexican nationals wishing to commute directly to the Naval Air Station. Previously, the trip by public transportation had to be made by Greyhound to downtown San Diego, with a separate-fare transfer to SDTC's 9--CORONADO route. The new route will connect with SDTC Route 0--IMPERIAL BEACH-OCEAN BEACH in Imperial Beach.



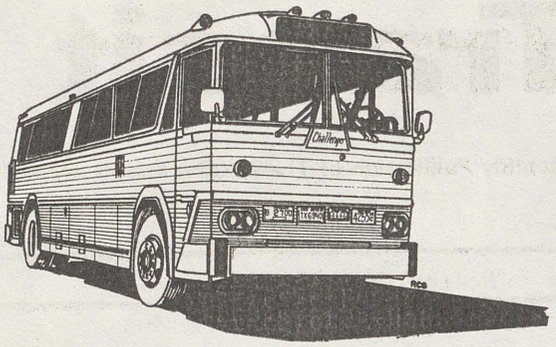
LAGUNA TRANSIT
City Route
and
Airport Route

LAGUNA TRANSIT (LT)

LAGUNA BEACH: The Southern California art colony city of Laguna Beach, which sprawls along 15 miles of Pacific Coast beach south of Los Angeles, has its public transit needs served by LAGUNA TRANSIT with one city route and a route to the Orange County Airport via Laguna Hills and Leisure World.

The airport service was taken over from the former LAGUNA LIMOUSINE SERVICE in 1968.

Both routes operate Monday through Saturday, with no service given on Sundays or holidays. The firm has five buses on its roster.



MEETING NOTICE

April Regular Meeting:

Date: April 12, 1970
Time: 7:30PM Sunday
Place: 936 South Genesee Avenue
Los Angeles
Location: West side of Los Angeles, ¼ block north of Olympic Blvd., 3 blocks east of Fairfax Avenue
Transportation: SCRTD lines 4 & 89

May Regular Meeting:

Date: May 10, 1970

WESTERN TRANSIT Vol. 8, No. 3

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CLUB NEWS

MEMBERSHIP LIST--It is anticipated that a Western Transit Society Membership List will be published later this year. In accordance with a motion passed at the January, 1970, regular meeting, the policy was established that any member, who first notifies the Secretary in writing of his wishes, may have his name and any other information deleted from the published membership list.

OUR PUBLICATION--The line drawing of the MCI Challenger coach, appearing above, and the Flxible New Look city coach which appeared in last month's Western Transit, are both from the very talented pen of Richard C. Berk, and we think they make a very handsome addition to the typography of the publication. The drawing of the GMC TDH-4801, which has graced our masthead from the very first day of publication, also was done by Berk.

PRODUCTION OF WESTERN TRANSIT--There have been developments in the production of the publication, also. The new typeface used since the January, 1970, issue is from a Royal Electric typewriter purchased jointly by Western Transit Society, the Electric Railway Historical Association of Southern California, Inc., and Editor Mac Sebree.

BACK ISSUES--In the October, 1969, issue of Western Transit we publicized the availability of back issues. The response was brisk, and we regret to announce that the January, 1964, January, 1966 and January, 1967 issues are now entirely out of print. We will be unable to fill orders for these issues, but all others are still available.

CALIFORNIA--LT (CONTINUED)

Here is the LT service table:

Line	1st Bus Fm Town	Monday/Friday Hdwy	Req	Saturday Hdwy	Req	Last Bus Fm Town
NORTH LAGUNA	7:32AM*	45 to 10AM 60 from 10AM	1	60	1	5:50PM*
SOUTH LAGUNA	7:00AM#	45 to 10AM 60 from 10AM	-	60	-	6:05PM#
ORANGE CO. AIRPORT	8:30AM	5 trips	1	5 trips	1	5:10PM

* Saturday first bus is 8:40AM and last bus is 4:40PM
\# Saturday first bus is 8:00AM and last bus is 5:00PM

Operationally, the NORTH LAGUNA and SOUTH LAGUNA routes are combined; all three routes operate Monday through Saturday.

Here is the LT roster:

Coach Number	Builder	Model/Serial Number	Year	Notes
209	Coachette	--		
210	Coachette	--		
211	Coachette	--		
218	Minibus	MB1D/240	1968	"Party Cruiser"
511	GM Coach	TDH3714/080	1953	Ex-Oceanside 511

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The sale of a GM TDH-3610 to Vancouver, Wash., did not go through after all. The City of Vancouver failed to approve this purchase of a 22-year-old "new" bus for their transit system.

The annual system shakeup, effective April 5, will include one operating change along with the Main and Spring street reroutings. Lines 18--EAST JEFFERSON-COLISEUM and 46--FLORENCE-SLAUSON, will trade divisions. Line 18, now at Division 5, will go to Division 2; Line 46 moves from 2 to 5. Line 46, since its extension along West Slauson, now runs within easy walking distance of Division 5, making operators' reliefs much simpler at that point. Line 18 is, if anything, slightly more convenient to Division 2.

The District's Board of Directors has elected Herbert H. Krach and Thomas G. Neusom to serve as President and Vice President, respectively, until March, 1971. It has been the practice in recent years to rotate these offices among the various board members.

The following SCRTD coaches have been repainted into Saddle Tan, Champagne Gold and White since our last report: 5008, 5009, 5012, 5016, 5018, 5019, 5020, 5021, 5022, 5026, 5028, 5029, 5032, 5040, 5052, 5200, 5202, 5213, 5228, 5231, 5501, 5506, 5521, 5522, 6528, 5862, 5910. With this listing all GMC TDH-5303s (5000-5099) and Flxible 5800 and 5900-series coaches have been repainted in Chrome Yellow. The list also includes several coaches that were formerly painted in the light green and white paint scheme. This leaves only a handful of 5300-series GMC coaches in the light green and white, and only a small number of GMC TDH-4801s in the two-tone green and white design. A non-Chrome Yellow Dreamliner is getting very rare on the SCRTD system.

Vol. 8, No. 3 March, 1970 TRANSIT SOCIETY,

CALIFORNIA (CONTINUED)

PACIFIC INTERNATIONAL HOVERCRAFT (PIH)

LOS ANGELES: PIH has filed application with the Public Utilities Commission to carry passengers and baggage by water between Santa Barbara, Ventura, Santa Monica, Marina del Rey, San Pedro, Long Beach, Newport Beach, Oceanside and San Diego.

GREYHOUND LINES--WEST (GLW)

SAN FRANCISCO: Construction of a new, highly-automated Bus Maintenance Center at 7th and Lawrence Streets in Los Angeles has begun. The new facility is one bl ock west of the present garage on land that has been used as a bus parking lot. The center, slated for completion late this year, will incorporate complete inspection, repair and maintenance facilities; five rows of buses will be able to be serviced at once. Beginning with the sanitary drains, the coaches will pass through an inspection area, lubrication and fuel pits, wraparound bus washers and final drip stations. The latest innova tions in pump handling of fuel, oil, lubricants, antifreeze and waste oil also will be utilized.

GL-W's parent company, GREYHOUND LINES, INC., has announced formation of a new company KOREA GREYHOUND, LTD., to provide bus service in that Far East country. Construction of modern terminals and maintenance facilities is contemplated initially at Seoul and Pusan, and later at Taegu and Taejon. Greyhound is to provide 40 reconditioned buses during the first year of operation. One of the coaches--7634 (GMC PD4104/4807) has been renumbered 104 in the KGL fleet (WT 2/70). Buses will operate over Korea's new limited access turnpike system; a modern, four lane, 281-mile limited access expressway is two-thirds finished between Inchon, Seoul and Pusan.

Two typographical errors inadvertantly appeared in last month's GLW report. To set the record straight, the 900-914 series are TDM-4515s (not TDH-4515s) and it was this group (the 4515s and not the 4151s) that had been sold by the end of January. As of March 1, some Silversides (GM PD-4151s) were still operating on the SFBACR Contra Costa Division, although no 1970 license stickers were observed.

In other equipment shifts in the SFBACR pools, TDM-4801s 9502-9504 (formerly in Los Angeles) and 9505-9508 (formerly in San Diego) have been seen operating on San Francisco routes. SFBACR "Blimps" (GMC PD-4501s) are now being renumbered into the 9050 series, in contrast to previous information that they would be numbered in the 9750 series. And the final recent addition to the Contra Costa pool is GM PD-4104s 9530-9543. These coaches are ex-EASTERN GREYHOUND LINES 4501-4514, and have been repainted in the new White and Metallic Blue with Red Stripes paint job. These coaches have neither overhead luggage racks nor individual reading lamps, but a completely rounded ceiling, with dome lamps installed on the center line of the ceiling. All painted surfaces are done in a powder blue.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

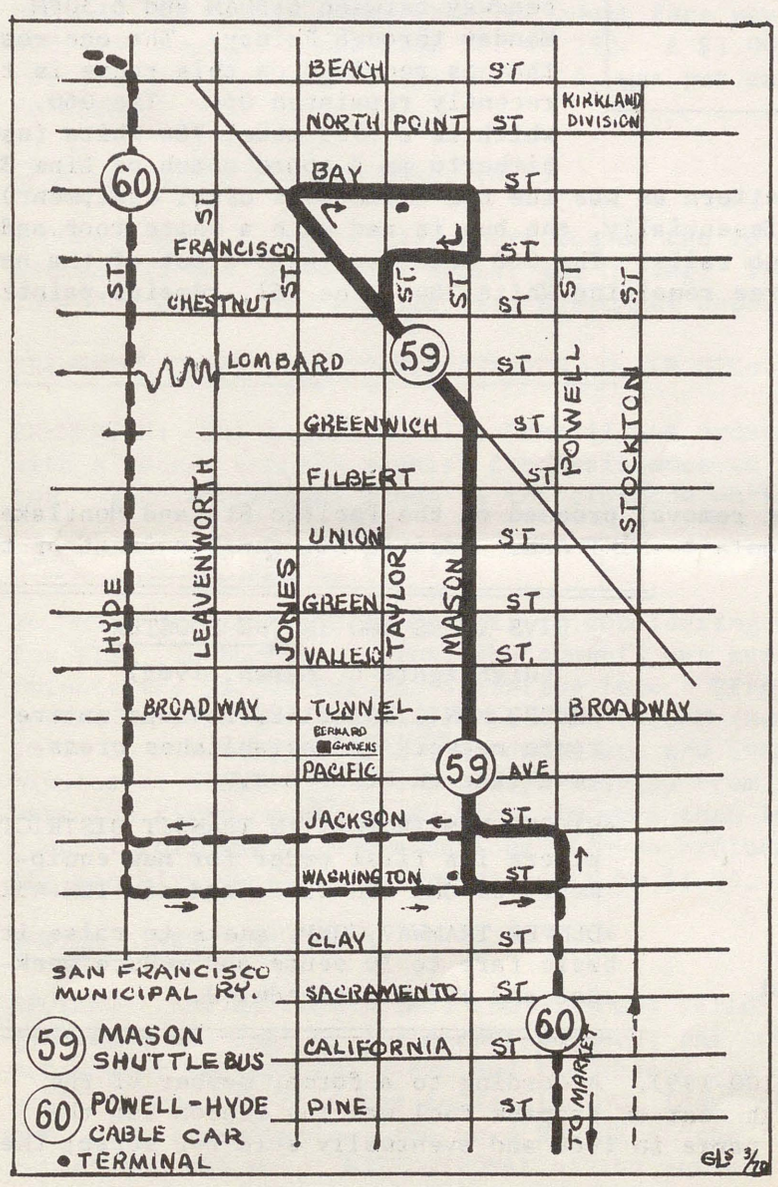
SAN FRANCISCO: The last five of Muni's second order of new look buses arrived in February and March. One of them is II-3112, serial T8H5305/452. The first 3112 (T8H 5305/183) was returned to General Motors for testing; GM retained this coach, which had already put on several thousand miles in action operation, and built Muni another bus at no additional charge. The second 3112 was, however, delivered without numbers (unlike the other 390 buses built by GM, which had numbers applied at the factory). The coach numbers were painted on by hand by Muni shopmen.

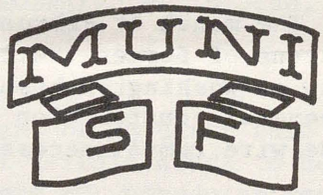
CALIFORNIA--SFMRy (CONTINUED)

The other four coaches, 3265, 3272, 3277 and 3307 are equipped with the new Exhaust Induction Package, which was recently developed by GM; installation on the Muni buses was made possible by a U. S. Department of Transportation demonstration grant. The package, which supposedly reduces interior noise by 50 per cent, costs approximately $1,200 extra per coach. Installation of the EIP kit is noticeable by the exhaust induction vents which replace the two small end rear-window panes. The vents protrude outward several inches.

Fageol-Twin Coach trolley bus 570 was the first TB and also the first large Muni vehicle to be repainted in the new livery of Yellow, Red and White. The model 44-TTW coach was painted in the new bus paint shop which was moved from the old Elkton Shops/Ocean Division area to the "flight deck" of Potrero Division, occupying the former maintenance building at the latter location. The old shop was displaced by construction of the BARTD Daly City line.

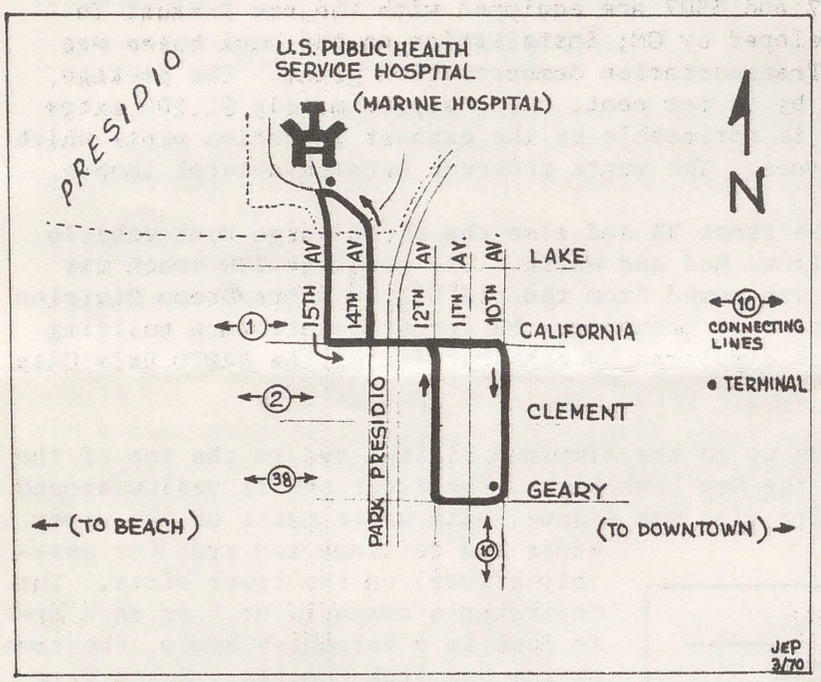
The 570 is painted yellow from the bottom up to the aluminum siding, red to the top of the window line, and a white roof. As with the New Look buses, the front end is yellow around the windows, with red below. The interior also was redone, with white paint on the upper sides and ceilings and grey (or possibly silver) on the lower sides. The "operator's compartment," or dash area is done in a maroonish brown, the same as the New Look coaches. Seats were reupholstered in red and yellow. This bus was being painted during February, and got out onto the streets during the first week of March. Marmon-Herrington model TC-48 trolley coach 790 is to be the next vehicle repainted. Rumor has it that one of the 2600-series C-49DT Macks will follow. In other equipment news, trolley coach 789 was the first TB in San Francisco to receive a two-way radio.





Temporary bus operation of a portion of cable car Line 59--POWELL-MASON started on February 23. Cause of the substitution is maintenance work that is being done over a period of 20 days on the Mason portion of the line. The work consists of installing new curves at Columbus and Mason and at Columbus and Taylor; the turntable at Bay & Taylor was removed and cleaned and miscellaneous repair work carried out on the winding mechanism. Substitute motor coaches were operated out of nearby Kirkland Division on a 10-minute headway seven days a week; two

MAP OF ROUTE 88-HOSPITAL SHUTTLE



CALIFORNIA--SFMRy (CONTINUED)

buses (GM T8H-5305s) are needed to operate these schedules between Mason & Washington and Bay & Taylor. Service on Powell St. remains unchanged. Ordinarily, Powell is served alternately by 59--POWELL-MASON and 60--POWELL-HYDE cars; now all cars continue out Hyde St. to Beach.

On January 26 a new route, Line 88--HOSPITAL SHUTTLE, began operation between 10th & Geary and the U. S. Public Health Service (Marine) Hospital, which is located just inside the south boundary of The Presedio. This service had formerly been provided by an extension of line 10--MONTEREY. Buses run on a 12-minute headway between 6:50AM and 6:30PM Monday through Friday. The one coach that is required on this route is the recently repainted 060. The 060, which is a 1939 model 784 White (used hitherto as a spare coach on Line 39-COIT) was repainted in about the same pattern as was the 062 (line 39's usual equipment), except that the new colors were used. Essentially, the bus is red with a white roof and yellow belt rail and yellow below the rub rails. The 060 preceded the 570 out of the new Potrero paint shop. Only one of the three remaining White 784s, the 061, remains painted Green and Cream.

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: The month of February saw wire removal proceed on the Pacific St. and Montlake Ave. portions of former trolley coach route 4--MONTLAKE. Pacific St. runs in front of the University of Washington hospital, the site of several construction projects which made wire remval necessary.

STS has put up for sale the four remaining FT2P40 Flxible-Twin coaches, Nos. 400, 401, 402, 404. Originally propane powered, five were purchased in 1954 along with five GMC TDH-5105 coaches (300-304) to provide a comparison to use in deciding who would build a contemplated 100-bus order. Subsequently, GM won out with 100 5105s (200-299) delivered starting in 1955 and the Twins were converted to gas operation, making them identically powered with the 1947 batch of 100 41-S Twins (100-199). According to a former member of the Seattle Transit Board, the unusually high cost of propane fuel was the reason for the conversion. Coach 403 was stripped for parts in 1968 and eventually sold for scrap; the

FIVE YEARS AGO IN THE BOOSTER

(Highlights of March, 1965)

+FRESNO MUNICIPAL LINES revamps entire route network and establishes cross-town line on Cedar Ave.

+STOCKTON METROPOLITAN TRANSIT DISTRICT places its first order for new equipment--10 GMC TDH-3501s and six TDH-4519.

+DENVER TRAMWAY CORP. seeks to raise its basic fare to 30 cents and reduce weekend and evening schedules.

WASHINGTON--STS (CONTINUED)

other four have taken up residence in the farthest corner of North Seattle Station, where they sit, waiting for a buyer.

All five 300s have received the new STS Red and Grey paint job, and work is progressing on painting the 200s. The repainting started with 299 and is continuing in reverse numerical order as was done with the 500-series Flxibles. However, 299 was noted as having received the third variation in design (WT 12/69). Instead of the wide grey area between the rub rail and belt rail (a la Santa Monica's 5105s) the grey is limited to a wide band below the belt rail resembling fluted aluminum sides.

A possible fare hike is in the offing. Since a new mayor has recently taken office, the raise could become a political football. The Seattle City Council appears to favor a long-range subsidy of STS even if it takes more and new taxes to avoid a fare increase. Councilmen reportedly are considering imposition of a 5 per cent tax on gross revenue of parking lots as well as other measures; about $3 million will be required to keep STS running next year without a fare increase. To make up for the operating deficit, it is estimated that the adult fare would have to be increased from 25¢ to 40¢, and student fares from 20¢ to 25¢. A $1.00 per month household tax, which did not require approval of the electors, was put on last year's ballot anyway--and was defeated.

CHINOOK TRANSPORTATION CORP. (CTC)

TACOMA: CTC has taken over operation of the PUYALLUP-SUMNER STAGES, which operates between Tacoma, Puyallup, Sumner and Orting. The operator has recently placed a new TDH-3301 coach into service (see Equipment Report).

BREMERTON-CHARLESTON TRANSPORTATION CO. (B-CTCo.)

BREMERTON: The Bremerton City Council has ordered an audit of B-CTCo. in connection with a recent company request for assistance to continue public bus service in Bremerton. The independent study is to determine what, if any, measures are needed.

TACOMA TRANSIT SYSTEM (TTS)

TACOMA: The Tacoma City Council is considering establishment of an exact fare plan for TTS. In further action, the council cut bus service at certain hours to help eliminate the $2,000 per day operating loss. Effective January 10, schedules were adjusted as follows: Weekdays: between 9:00AM and 2:00PM headways were increased from 20 to 30 minutes; Saturday: headways are now every 30 minutes in the daytime and 60 minutes at night; Sunday: headways changed from 30 to 60 minutes on all routes. These were the first service reductions in more than 10 years for most of the routes. The council followed up these actions with an ordinance passed January 20 which doubled the monthly transit tax from 75 cents to $1.50.

EMPIRE LINES, INC. (EL)

SPOKANE: EMPIRE LINES, INC. and OKANOGAN VALLEY BUS LINES, both of Spokane, have merged under the name of the former company; the two companies have been under common management for several years and the change was made primarily for operational simplification. EL operates in Washington, Idaho and British Columbia. The company will soon have a new emblem--the word EMPIRE at the top, U. S. and Canadian flags in the center and the word INTERNATIONAL at the bottom. A new MCI MC7 coach is due in May.

WASHINGTON (CONTINUED)

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

OLYMPIA: The WUTC has adopted a new set of rules and regulations governing charter carriers, providing that all carriers must have a charter certificate (renewable each year on June 1) and setting charges as follows: $200 for an original application for certificate; $25 for an application for a temporary certificate; $25 for a renewal and $50 for an application to lease, assign or transfer a certificate. All carriers that had been operating before adoption of the rules would have preference in processing charter applications before any new applications would be considered.

T E X A S

FORT WORTH TRANSIT CO. (FWTC)

FORT WORTH: On February 9 the City Council authorized FWTC to raise its fares--basic fares from 30¢ to 35¢, student fares from 12¢ to 15¢ and tokens from 8/$2.00 to 6/$2.00 (WT 2/70). Part of the increase will go toward the recently-negotiated 10¢ per hour wage increase granted FWTC employes.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: An additional trip has been added to the recently-inaugurated SPRING CREEK EXPRESS route, which provides peak hour service between downtown and far North Dallas.

T N M & O COACHES, INC. (TNM&O)

LUBBOCK: TNM&O has announced the purchase of CARLSBAD CAVERNS COACHES, operating between Carlsbad, N. M., and El Paso, Texas, also serving Carlsbad Caverns National Park. Schedules, consisting of four through bus schedules daily between El Paso and Oklahoma City, will continue as before. TNM&O operates the segment from El Paso to Wichita Falls with OKLAHOMA TRANSPORTATION CO. operating from Wichita Falls to Oklahoma City. One schedule each day will continue on to St. Louis via GREYHOUND LINES-WEST. CCC began as a tour service between El Paso and the park in 1930.

DALLAS-FORT WORTH AIRPORT BOARD

DALLAS: A $1,021,315 demonstration grant has been announced by DOT to the DFWAB for a "circulatory transportation system" at the new regional airport now being built at Arlington, Texas, about half way between Dallas and Fort Worth. The prototype will include of about 1,500 feet of test track with vehicles, switches and passenger stations. The demonstration will include testing of the riding and switching qualities of the vehicles and an evaluation of automatic control equipment. Two companies have been selected to provide mockups of the proposed system.

C O L O R A D O

CITY OF DENVER

DENVER: A free downtown bus loop route, utilizing six to eight small buses and operating between 9:30AM and 4:30PM, will be instituted in Denver this year on an 18-month trial basis as part of the DOT-financed Center Cities Transportation Project. A second new bus service, linking downtown and the 2,100-space Mile High Stadium parking lot, will be started by July 1 and also is part of the CCT project.

O K L A H O M A

MISSOURI, KANSAS & OKLAHOMA COACH LINES, INC. (MK&O)

TULSA: MK&O has filed application with the ICC to abandon its TULSA-ST. LOUIS route, and in connection with this case, convert its present incidental charter authority (held on the basis of being a regular route certificated carrier) into certificated rights. Present schedules call for four round trips daily between Tulsa and St.Louis plus one commute round trip between Tulsa and Claremore. Other service between Tulsa and Oklahoma City, and other routes in Kansas and Oklahoma, are not affected. The charter authority which MK&O seeks covers the territory between St. Louis and Tulsa. It was expected the GREYHOUND LINES--WEST would move to fill in the gaps in Tulsa-St. Louis service if MK&O's petition is granted.

METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)

TULSA: MTTA stopped selling reduced rate shoppers' tickets (priced at 10¢) on February 1. The tickets, good for a return trip when purchased after 9:00AM and used before 3:00PM, were designed to increase off-peak patronage, but were ineffective.

H A W A I I

LEEWARD BUS CO. (LBC)

HONOLULU: For the first time in Oahu history, there is continuous public transportation from Makaha, on the west side of the island, through downtown Honolulu to Kaneohe, Kailua and Waimanalo on the east side of Oahu. The 40 miles from Makaha to the Financial Plaza in downtown Honolulu is 60 cents; the fares to Kaneohe, Kailua or Waimanalo is 50 cents.

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

Through the courtesy of C. V. Whithorne, Regional Sales Manager for the Flxible Co., we present a list of Flxible coaches that were delivered to Western operators in 1969:

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
Tacoma Transit System	101-110	Flxible	111-DD-D5/54016-54025	51-seat
SF Municipal Ry.	4000-4009	Flxible	111-CC-C3/54035-54044	Cummins V8
Fresno Transit	7001-7019	Flxible	111-DD-D5-1/54045-54063	
Anchor Bus Co.	88	Flxible	223-DD-D2/10812	41 seat,RR,Flxliner
San Joaquin Delta College(Stockton)	--	Flxible	223-DD-D2/10821	41 seat, Flxliner
Chas.W.Pickens Co.	--	Flxible	511-KE-F9/FX244	17 pasgr,rear door
Rossmoor Leisure World (Walnut Creek)	--	Flxible	511-KE-F9-1/FX243. 274,275,276	19 pasgr, AC, rear door

Below is a list of passenger equipment acquired or disposed of by Western operators since our last report. Neither completeness nor currency is implied.

NEW BUSES

SF Municipal Ry.	II-3112	GM Coach	T8H5305/452	48 seats, Super-V
Marin Co. Transit Sys	--	Flxible	511-KE-F6/FX262	2 doors
	--	Minibus	MB-1D/454	Hiback seats
Maui Island Tours	--	Mercedes	0-302/8695,8708	Sightseer, AC
Chinook Trnsp. Co.	103	GM Coach	TDH3301/054	

EQUIPMENT REPORT (CONTINUED)

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
Denver-Colo Springs-Pueblo Motorway	18505-18506	B & C	07SE/2007-8	Denver-Trin.-Pueblo
	18507-18510	B & C	07SE/2023-26	Denver-Rapid City
	18511-18512	B & C	07SE/2027-28	Denver-Trin.-Pueblo
Contn'l Rky Mtn Lines	21507-21508	B & C	07SE/2003-4	Denver-Trin.-Pueblo
Associated Chtr Bus	A4275D-A4277D	Crown	A74311/-,35866,-	2 axle school bus
Community Chtr Bus System	4003-4004	Crown		2 axle school bus
	C939,C941, C942	Crown		2 axle school bus
	C940	GM Coach	5500Diesel/Wayne/-	48/66 seat
USED BUSES				
Russel Transp Inc.	II-64	Ford	700/Wayne	66 seat
Contn'l Rky Mtn Lines	21409-21421	Flxible	HiLevel/10350, 52-59,62,63,65,86	Ex-ABL Mid A 27402-27414
Storer Transp(Modesto)	101	GM Coach	PD4104/340	Ex-WGL I-7257
Dept. of Justice	7303	GM Coach	PD4104/626	Addn'l Info.
Knickerbocker Tours	265	GM Coach	PD4104/821	Ex-GLOSF 265
Trezona Chtr Service (Orangevale)	Unnum	GM Coach	PD4104/1264	Ex-WGL II-7256
Great Western Stage	301	GM Coach	PD4104/3235	Ex-WGL 8663
Greyhound Lines	4508,10,12	GM Coach	PD4104/2460,2476,-	
The Town Tour	708	GM Coach	TDH4509/2146	Ex-Aztec 708
(Anaheim)	Unnum	GM Coach	TDH4509/1948	Jarrets Bus SIs
Salinas City Lines	203	GM Coach	TDH4509/093 782	Ex-Bay Rapid 106
Douglas Bus Lines	B202-B203	GM Coach	TD4506/842,~~742~~	Ex-Aerospace
Northgate Transit Co	21	GM Coach	TDH3612/1142	Ex-SCRTD 6682
	311,315, 317,319	GM Coach	TGH3102/339,500, 725,887	Ex-Culver City Municipal
San Pedro Motor Bus	105-106	GM Coach	TDH3610/1283,263	Ex-SPMB 101, Ex-SCRTD 6664
	107 (?)	GM Coach	TDH3610/1284	Ex-SPMB 102
Bakersfield Muncpl Transit System	II-3608	GM Coach	TDH3612/324	Ex-Fresno 5003
	6601	GM Coach	4000-Wayne/-	66 seat
Melni Bus Service	22	Crown	A-590-11/33668	Ex-Sta.Barbara 303
Sierra Lines	304-305	GM Coach	TDM4515/105-106	Ex-WGL 904-905
	306	GM Coach	TDM4515/115	Ex-WGL 914
	707	GM Coach	PD4104/315	Ex-Amador Stages 707
Greyhound Lines-West	9530-9543	GM Coach	PD4104/mixed	Ex-EGL 4501-4514
Vaca Valley Bus Lines	250	GM Coach	TDM4515/-109	Ex-WGL 908
DISPOSITIONS				
Culver City Municipal	307	GM Coach	TGH3101/718	To Church,Glendora
Bakersfield Municipal Transit System	I-3608	GM Coach	TDH3612/1741	To be scrapped
M & M Charter Lines	73	Crown	DE-150-11/32237	To car lot,Norwalk
American Buslines, LA Division	25908	Kass	GE/27741	To be scrapped
Contn'l Dixie Lines	12703	Kass	SE/27845	To private party