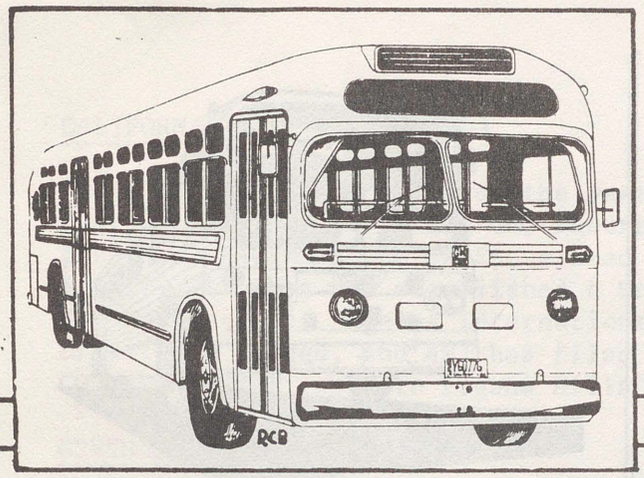


# Western Transit

Monthly Publication of The Western Transit Society

*'Dedicated to Better Transit'*

Vol. 8, No. 12 December, 1970 Ten Pages

C A L I F O R N I A

HEMET BUS LINE (HBL)

HEMET: On October 25 HBL reduced weekend service to one round trip between Hemet and Riverside on Saturday morning and one round trip on Sunday afternoon. Previously there had been two trips each day.

UNIVERSITY TRANSPORT SYSTEM (UTS)

DAVIS: UTS, operated by the Associated Students of the University of California at Davis, revised service on Line B--WEST DAVIS-SYCAMORE LANE so that a half-hourly headway is maintained all day long. Previous middday service was hourly. Line A--EAST DAVIS-POLE LINE RD. was rerouted to operate in both directions on East Eighth St. instead of making a big loop via 2nd, G St., 4th and K St. in one direction and Eighth in the other.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS made several schedule changes on November 15. Line 7--TORRANCE AIRPORT-L. A. INTERNATIONAL AIRPORT was abandoned (WT 9/70) while Line 3--SOUTH BAY CENTER-LONG BEACH had its weekday and Saturday headway trimmed from hourly to 70 minutely with Sundays changed from 120 to 140 minutely. Line 4--TORRANCE-RIVERA lost the last round trip of the day and Line 2--TORRANCE-WALTERIA's Monday/Saturday headway was changed from hourly to 70 minutely and was rerouted along Crenshaw, 235th and Maple to take over a portion of the former Line 5--SHOPPERS SPECIAL, discontinued early this year.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: On October 4 CCMBL instituted night service (hourly between 6:00PM and 10:00 PM) Monday through Friday on Line 3--CROSSTOWN and also doubled Saturday service going from an hourly to a half-hourly headway. Weekday rush hour service was changed from half hourly to 25 minutely. Line 1--WASHINGTON BLVD. had its weekday rush hour headway trimmed from 12 to 15 minutely, base service remaining every 20 minutes.

CITY OF SEAL BEACH

SEAL BEACH; The city council has approved a study of a possible municipal bus line and eliminating the present LONG BEACH PUBLIC TRANSPORTATION CO. service, which costs $19,050 annually. This service runs between downtown Seal Beach and Leisure World and passengers ride free. The proposal envisions a line serving College Park East and West Leisure World, the Hill and downtown. An unnamed bus firm also has offered to serve the area.

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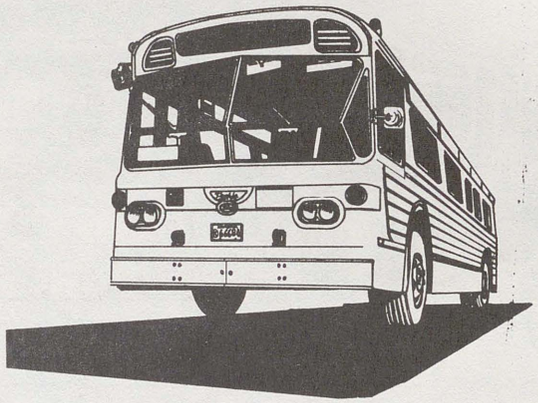
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MEETING NOTICE

January Regular Meeting:

Date: January 10, 1971
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

February Regular Meeting:

Date: February 14, 1971

NEW MEMBER: James Lucey, Hartford, Conn. #95. Welcome aboard!

CALIFORNIA (CONTINUED)

BLUE & WHITE BUS LINES (B&WBL)

LOS ANGELES: B&WBL has filed application with the PUC for a fare increase of 5¢. Present fare is 20¢ systemwide with free transfers. Line 6--MANCHESTER & CENTRAL-WATTS has been reinstituted (WT 11/70) although the PUC presently has before it B&WBL's application for complete discontinuance of the route.

SOUTH COAST TRANSIT CORP. (SCTC)

SANTA ANA: SCTC has filed applications with the PUC to, first, discontinue the HUNTINGTON BEACH-SANTA ANA-EL MODENA route, which presently consists of one round trip in each rush hour on weekdays and, second, to increase fares. Present fare structure is 25¢ for the first zone and 5¢ for each additional zone.

AIRPORT SERVICE, INC. (ASI)

SANTA ANA: Early this year AMERICAN TRANSIT CORP. purchased AIRPORT SERVICE, INC., AIRPORT COACH SERVICE and ORANGE COAST SIGHTSEEING CO. Beginning in May all three firms' buses were renumbered into a new four-digit scheme; the first number indicating make and model, the sec-

CALIFORNIA--ASI (CONTINUED)

ond number the last digit of the year the bus was built and the last two numbers are the bus number. 1000s are GMC suburbans; 5000s are GMC parlors and 6000s are Flxible parlors. HAUSMANS BUS SALES, a used bus dealer jointly owned by ATC and GREYHOUND LINES, INC., has now established a West Coast office at the ASI garage/office in El Segundo near Los Angeles International Airport. It is believed ASI and ACS have been or will be merged, and ASI has filed application to extend the LAX-DISNEYLAND-ORANGE COUNTY AIRPORT route to Laguna Hills Leisure World.

GREYHOUND LINES WEST (GLW)

SAN FRANCISCO: The last of the Greyhound "Silversides," which had officially been taken off the roster last January, were finally sold in November. Although they had been "sold" before, a deal to export them to Mexico fell through and the coaches stayed at the San Francisco yard. An equipment shortage in early fall saw the assignment of 15 of the PD-4151s to the SAN FRANCISCO-VALLEJO pool. The 15 45-seat, non-restroom, non-baggage rack PD-4104s that had been operated in SAN FRANCISCO (TBT)-WALNUT CREEK service of the SFBACR Contra Costa Division (9530-9544) have been removed from service and replaced by a similar number of PD-4501s. The PD-4104s were sold.

When the 10 MC-6 coaches assigned to the San Diego-Border service were reassigned to main line service, eight GMC TDM-4801s from the SFBACR Peninsula/Marin pool (9490-9497) were sent south as replacements. This gives San Diego 16 buses, 9490-9497 and 9700-9707; the Los Angeles suburban route (between Long Beach and Santa Monica) has 9498-9501 and 9708-9709. (Coaches 9700-9709 are GMC TDH-5301s).

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: On November 22 cable car service on Lines 60--POWELL-HYDE and 61--CALIFORNIA returned to operation, street and storm drain construction having been completed. On the same day, the latest one-way street program was instituted (WT 11/70) and diesel buses started operating temporarily on lines 1--CALIFORNIA and 3--JACKSON. Some 40 Mack C-49DT coaches were taken out of storage for use in the trolley coach replacement; however, some went to Kirkland Division for use on peak hour trippers, releasing GMC T8H-5305s for use at Presidio Division for lines 1 and 3. To make room for the diesels at Presidio, a similar number of Marmon-Herrington TC-48 trolley buses were placed in storage at Potrero Division, where the Macks had been.

Work on the Muni streetcar subway between Van Ness and Church has commenced. Trolley coach overhead has been placed over the former curb line west of Van Ness. Similarly, a trench has been dug in the former curb lanes and the streetcar shoofly rail and ties laid there. Regarding the construction of the subway between Church and Castro, the latest plan is to move the cars off Market St. between Church and Castro, and route them south on Church and west on 17th St. to the intersection of 17th-Castro-Market, and then up Market past the east portal of the Twin Peaks Tunnel and via temporary ramps to the tunnel located in the vicinity of Eureka Valley Station (three blocks west of Castro). But 17th St. merchants strenuously objected to the laying of streetcar track on 17th, and no final plan has been adopted.

Temporary trolley coach overhead has been constructed on Fell and Tenth streets for the rerouting of line 47--POTRERO around the Van Ness & Market intersection station construction. We had originally thought that southbound 47 coaches would operate via Van Ness, Grove, Polk, Tenth, Mission, Eleventh, and regular route. Now it appears they will go via Van Ness, Fell, Tenth, Howard, Eleventh, and regular route.

CALIFORNIA (CONTINUED)

SAN JOSE CITY LINES (SJCL)

SAN JOSE: The history of transit operations in San Jose is fairly typical of many of California's medium sized cities; however, recent events have been atypical. San Jose's early transportation system was developed under the auspices of the SOUTHERN PACIFIC CO. under SAN JOSE RAILROADS, which operated a local streetcar system, and PENINSULAR RAILWAY, which operated interurban services, including a line to Palo Alto.

Along with several other small city streetcar operations, SP sold SJRR to PACIFIC CITY LINES (a West Coast holding company controlled by NATIONAL CITY LINES) about 1939. At that time all car lines were abandoned, and the name of the new all-bus operation was changed to SAN JOSE CITY LINES. As related here (WT 2/70) SJCL was controlled by PCL out of its Oakland office until sometime in the late 1950s, at which time management functions were centralized in the NCL Chicago headquarters. From the beginning, PCL held all SJCL stock and as far as the PUC was concerned, PCL was the owner of SJCL--even though PCL's stock was held by NCL.

Although PCL once controlled at least 11 different properties in California, by the end of 1963 the number was down to two--San Jose and Stockton. At about this time, all of PCL's stock was sold by NCL to two former PCL officers, George Hook and Glen Gordon. This was not reported as a sale to the PUC, since PCL was still the holder of SJCL stock, and PCL was not an operating company.

The Stockton property was sold to the STOCKTON METROPOLITAN TRANSIT DISTRICT on June 1, 1965. From about that time on, SJCL's earnings began to falter; as early as 1968, the company made threats of going out of business; however, subsequent fare increases and service reductions kept the company's books in the black until November 24, 1969, when operators and mechanics struck SJCL for higher wages. The strike lasted until the end of December.

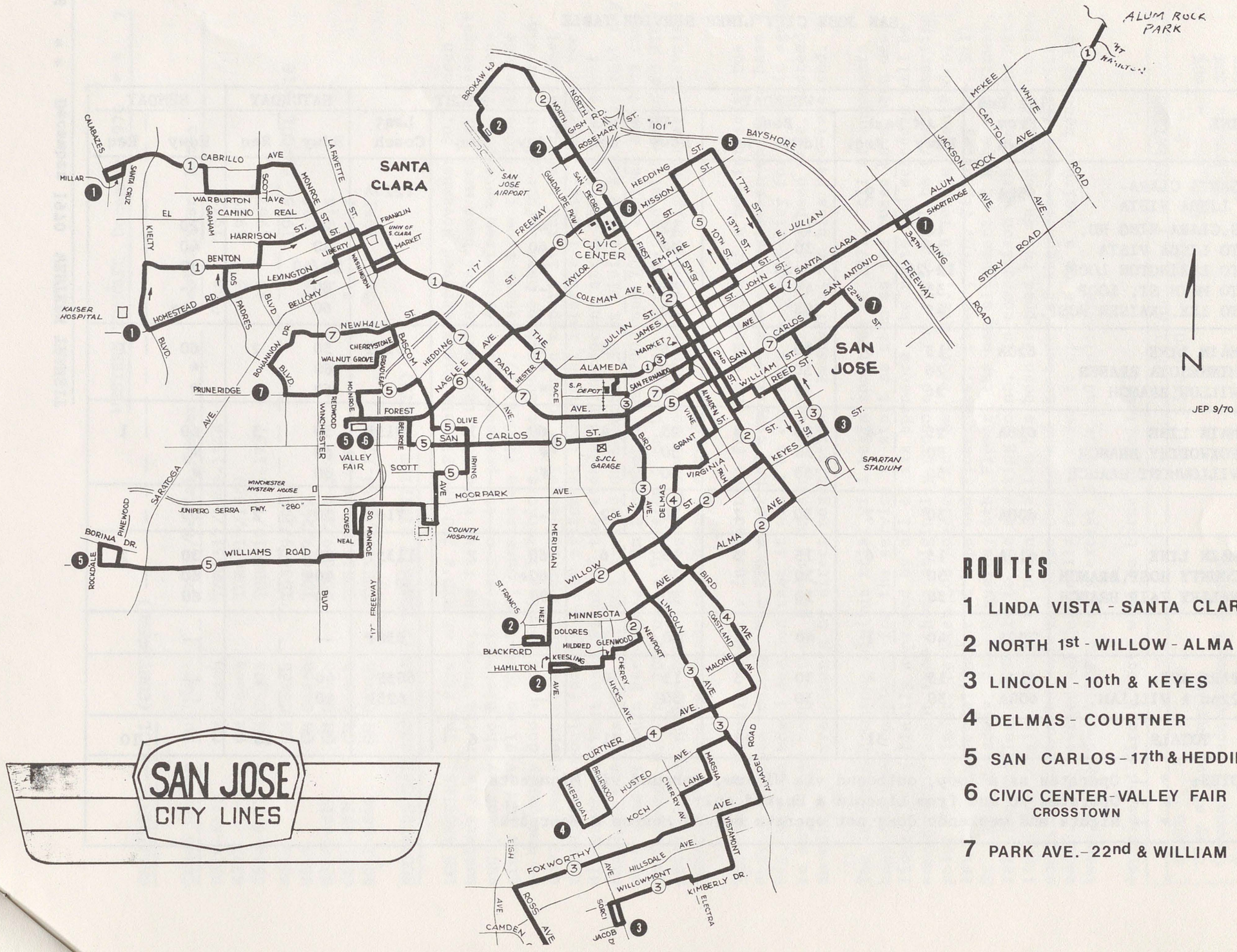
George Hook died in 1968, but his widow and Gordon continued to operate the company. Apparently the November 24 strike was the straw that broke the camel's back, as the PCL stock was transferred back to NCL on December 12--probably the first case of a repossession of a transit property by NCL.

Following a subsidy agreement with the City of San Jose, NCL reached an agreement with its striking employes, and resumed operations on December 29. The original subsidy contract was for six months; it has been renewed on a month-by-month basis since last June. A measure to take over SJCL and form the SANTA CLARA COUNTY TRANSIT DISTRICT failed in an election held in the fall of 1969; in slightly revised form, the proposal again failed of passage last month. This leaves only the City of San Jose to take over the failing bus system; this is now regarded as almost a certainty.

SJCL is currently the largest privately-owned transit operation in the state of California, and probably the entire West Coast. The company's fleet of 55 buses are listed in the accompanying roster; its routes and schedules are shown in the map and service table.

| Coach Number | Builder | Model/Serial Number | Seats | Year | Notes |
|---|---|---|---|---|---|
| 3501-3508 | GM Coach | TDH3501/163-170 | 35 | 1965 | |
| 6501-6510 | GM Coach | TDH4507/2426-2435 | 45 | 1948 | |
| 6511 | GM Coach | TDH4512/3149 | 45 | 1959 | |
| 6512 | GM Coach | TDH4512/3263 | 45 | 1959 | |
| 6513-6517 | GM Coach | TDH4517/389-393 | 45 | 1960 | |

(Roster continued on Page 7)


SAN JOSE
CITY LINES
SANTA CLARA
SAN JOSE
CIVIC CENTER
VALLEY FAIR
SAN JOSE AIRPORT
COUNTY HOSPITAL
KAISER HOSPITAL
SPARTAN STADIUM
ALUM ROCK PARK
S.J.C.I. GARAGE
S.P. DEPOT
WINCHESTER MYSTERY HOUSE
JUNIPERO SERRA FWY. "280"
"17" FREEWAY
FREEWAY
N
JEP 9/70
ROUTES
1 LINDA VISTA - SANTA CLARA
2 NORTH 1st - WILLOW - ALMA
3 LINCOLN - 10th & KEYES
4 DELMAS - COURTNER
5 SAN CARLOS - 17th & HEDDING
6 CIVIC CENTER - VALLEY FAIR
CROSSTOWN
7 PARK AVE. - 22nd & WILLIAM

# SAN JOSE CITY LINES SERVICE TABLE

| LINE | 1st Bus From Town | WEEKDAY AM Peak Hdwy | AM Peak Req | Base Hdwy | Base Req | PM Peak Hdwy | PM Peak Req | NIGHT Hdwy | NIGHT Req | Last Coach | SATURDAY Hdwy | SATURDAY Req | SUNDAY Hdwy | SUNDAY Req |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1--SANTA CLARA-LINDA VISTA | 550A | | 9 | | 7 | | 9 | | 2 | 1220A | | 5 | | 5 |
| S.CLARA-KING RD. | | 12 | | 15 | | 12 | | 40 | | | 20 | | 20 | |
| TO LINDA VISTA | | 24 | | 30 | | 24 | | 40 | | | 40 | | 40 | |
| TO LEXINGTON LOOP | | 12-24 | | 15-30 | | 12-24 | | 40 | | | 20/40 | | 20 | |
| TO MAIN ST. LOOP | | 35 | | 45 | | 36 | | -- | | | 60 | | -- | |
| TO LEX.-KAISER HOSP. | | 45 | | 45 | | 30 | | -- | | | 60 | | 5 tps | |
| 2--MAIN LINE | 620A | 13 | 5 | 15 | 5 | 15 | 5 | 60 | 1 | 950P | 30 | 2 | 60 | 1 |
| MINNESOTA BRANCH | | 26 | | 30 | | 30 | | * | | | 60 | | * | |
| WILLOW BRANCH | | 26 | | 30 | | 30 | | * | | | 60 | | * | |
| 3--MAIN LINE | 610A | 25 | 4 | 25 | 4 | 25 | 4 | 60 | 1 | 1015P | 30 | 3 | 60 | 1 |
| FOXWORTHY BRANCH | | 50 | | 50 | | 50 | | # | | | 60 | | # | |
| WILLOWMONT BRANCH | | 50 | | 50 | | 50 | | # | | | 60 | | # | |
| 4 | 600A | 30 | 2 | 30 | 2 | 30 | 2 | -- | | 715P | 30 | 2 | 60 | 1 |
| 5--MAIN LINE | 610A | 15 | 6 | 15 | 6 | 15 | 6 | 60 | 2 | 1135P | 20 | 4 | 30 | 2 |
| COUNTY HOSP.BRANCH | | 30 | | 30 | | 30 | | 60+ | | | 40+ | | 60 | |
| VALLEY FAIR BRANCH | | 30 | | 30 | | 30 | | 90 | | | 40 | | 60 | |
| 6 | 750A | 40 | 1 | 40 | 1 | 40 | 1 | -- | | 550P | -- | | -- | |
| 7--PARK AVE. | 612A | 15 | 4 | 30 | 3 | 15 | 4 | -- | | 605P | 40 | 2 | -- | |
| 22nd & WILLIAM | 600A | 30 | | 30 | | 30 | | -- | | 625P | 40 | | -- | |
| TOTALS | | | 31 | | 28 | | 31 | | 6 | | | 18 | | 10 |

NOTES: * -- Operates as a loop, outbound via Willow, inbound via Minnesota
# -- Operates to and from Lincoln & Husted only
+ -- Nights and weekends does not operate beyond Monroe & Moorpark

CALIFORNIA--SJCL (CONTINUED)

| Coach Number | Builder | Model/Serial Number | Seats | Year | Notes |
|---|---|---|---|---|---|
| 6518-6522 | GM Coach | TDH4517/1542-1546 | 45 | 1962 | |
| 6523 | GM Coach | TDH4519/1669 | 45 | 1967 | |
| 6524-6527 | GM Coach | TDH4519/1734-1737 | 45 | 1967 | |
| 6604 | GM Coach | TD3609/200 | | 1946 | Ex-GCL 9618 |
| 6614 | GM Coach | TD3609/249 | 36 | 1946 | |
| 6616-6619 | GM Coach | TD3609/251-254 | 36 | 1946 | |
| 6621-6630 | GM Coach | TDH3610/416-425 | 36 | 1947 | |
| 6641-6644 | GM Coach | TDH3612/1038-1041 | 36 | 1951 | |

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: The first of RTD's 200 new Flxible buses arrived November 30. Coach numbers are in the 7000s, the first time that this series has been used for passenger equipment by the District or any of its predecessors. Aside from more powerful engines (GM 8V-71 on 7000-7099, Cummins on 7100-7199), changes from the 6100s include no emergency doors and fancier interiors. The buses also have a four-piece rear window. Some speculation had been raised by an advance report in the trade press that these buses would feature a new system of individual interior lights. However, the difference is that each light of the standard fluorescent strip has its own power supply. Coaches 7000 and 7001 arrived on November 30 at Division 2 and later that day were seen at South Park Shops. On December 2 the 7002 and 7004 arrived and 7003 came on December 6. The 7000 was a Division 2 on December 10 outfitted with standard RTD features, run number box, side route number box, windshield dashsign holder, Cleveland farebox and appeared ready for revenue servide.

The City of Norwalk recently invited bids for the operation of a new intracity bus service on five routes. The RTD staff had compiled cost estimates on which to base a bid, but the board decided that it would be contrary to good policy for a public agency to enter into competitive bidding on such matters. Efforts have been made, instead, to work out arrangements by direct negotiation. Meanwhile, no bids were received.

The 14-month downtown minibus trial will begin sometime in 1971. All arrangements have now been completed for the service to start as soon as the buses have been delivered. As finally approved by all of its sponsors, the route and schedule will be somewhat different from those originally proposed. The route will be from a starting point on Temple St. between Los Angeles and San Pedro Sts., via Temple, San Pedro, 1st St., the new alignment of Hope and Flower Sts., Flower, 5th, Figueroa, 7th, Hill St., 1st, Broadway, 7th, Figueroa, 4th, Flower, the new alignment of Hope and Flower, 1st, Los Angeles and Temple to the starting point. In comparison with the route outlined previously, service to Union Station has been dropped but an additional north-south connection between the Civic Center and the heart of the commercial district added. The revised schedule calls for 16 buses to operate on a 4-minute headway between 9:00AM and 4:00PM, daily except Sundays and holidays.

Anticipated direct costs will be borne as follows:

| | CAPITAL | OPERATING |
|---|---|---|
| SCRTD | $360,000 - 100% | |
| City of Los Angeles | | $219,000 - 60% |
| Community Redevelopment Agency | | 73,000 - 20% |
| County of Los Angeles | | 73,000 - 20% |
| TOTAL | $360,000 | $365,000 |

CALIFORNIA--SCRTD (CONTINUED)

RTD's share, principally for the purchase of equipment, will come from sales tax and UMTA funds. The other sponsors have all approved their contributions, and the Central City Minibus Agreement has been ratified by all four parties. The operating budget will cover the out-of-pocket cost of operating this service, but a flat 10¢ fare (no passes, transfers or discounts) will be charged to offset the revenue diverted from regular RTD lines. Further experiments may be made with rush hour service over the same route and/or to and from perimeter parking facilities.

A contract has been awarded to Minibus for 19 buses to operate this new service. They will be Minibus model MB-159, modified with "innovative features" including a dual fuel (gasoline and natural gas) system, disc brakes, and perimeter cantilever seats. According to RTD, these will be the first small buses with a reliable braking system. The new seat design will leave the underseat area clear for packages and luggage. Large side windows will be removable in summer. Both front and rear doors will be provided. Although behind the axle, the front door will be farther forward than on other front engine Minibuses. Two units have already been built substantially to RTD specifications, displayed at the ATA convention, and sold to Syracuse. These new-type Minibuses will cost RTD $18,192.86 each, including sales taxes. The only other valid bid was from Hyway Products (Twin Coach), $20,459.33 for a comparable vehicle.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of December, 1965)

+BUTTE BUS LINES institutes half-hourly all day service on the WALKERVILLE and RACE TRACK routes, previously operated rush hours only.

+SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM establishes Line 8--ORANGE SHOW on a year around basis to serve the new Inland Empire Shopping Center.

+NATIONAL CITY LINES buys LAKE SHORE MOTOR COACH LINES, operating between Salt Lake City and Ogden.

Line 130--HOOPER AVE.-103RD ST.-GORMAN AVE. operated for a total of about 1½ days. This was established, without advance notice, on Saturday, November 7, to replace a suspended BLUE & WHITE BUS LINES service (WT 11/70). No service was scheduled for Sunday, but it did operate the morning of Monday, November 9. However, B&WBL had resumed service on Monday morning, so line 130 was discontinued around noon. The route of the line was from the off-street loop at 85th & Central via Central, Firestone Bl., Hooper Ave., 92nd St., Zamora Ave., 96th St., Success Ave. and 103rd St. to Santa Ana Blvd. & Gorman Ave. (looping via 103rd, Gorman, Santa Ana and Juniper St.) One bus operated on a 30-minute headway. Interestingly, this line was established and abandoned on an emergency basis, without being an officially authorized route.

Line 103--MANHATTAN BEACH-KORNBLUM AVE. was rerouted in the vicinity of Hawthorne, effective November 29. This is a joint operation of routes 103 and 104--INGLEWOOD-PRAIRIE AVE. Route 103 previously operated through the affected area via Broadway, Inglewood Ave., El Segundo Blvd., Ocean Gate Ave. and Rosecrans Ave. Residents along Ocean Gate Ave. have complained about bus operation on that street due to inadequate street conditions. In response, route 103 now operates via Inglewood Ave. and Rosecrans Ave., duplicating route 104 along an additional mile of Inglewood Ave.

The following coaches have been observed as being repainted in the District's official livery of Saddle Tan, Champagne Gold and White since our last listing: 5152, 5158, 5163, 5166, 5168.

RENEWAL TIME AGAIN

Dues and subscriptions for 1971 are now payable. Mail today to the WTS business office (address listed on page 2). Don't miss a single issue of Western Transit!

## T E X A S

### EL PASO CITY LINES (EPCL)

EL PASO: Streetcar service on the International Carline to Juarez, Mex., resumed on Sunday, November 29, after a lapse of nearly 18 months. Cars operate on a 6 minute headway between 6:00AM and 9:00AM; every 12 minutes to 10:30PM and 15 minutely until midnight. The Exact Fare program, already in force on El Paso city bus routes, was extended to the carline the same day; fare is 10 cents US; 15 centavos Mexican (about 2¢ US). The 17 active cars on the roster all were repainted and refurbished during the long hiatus, caused by extensive electrical construction on the Mexican side.

## W A S H I N G T O N

### SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: The new STS Blue Streak service (WT 10/70) was observed first hand by WTS members John Pappas and Jerry Squier on November 2. Noted were good loads in the early afternoon period and a full park-ride lot at 125th Street, across from Northgate Shopping Center. According to STS sources, the service is doing much better than expected and a study is underway to find additional land to expand the parking facilities. The present lot has a capacity of 456 cars and usually reaches that amount before 8:30AM, leaving shopping riders without spaces.

In contrast to the Blue Streak success is the series of service cuts instituted over most of the system's routes on September 30. Most of the reductions affected base service on weekdays and Saturdays. The half-hourly Sunday service on the majority of the routes was not changed. As an example of the reductions, trolley coach Route 2--WEST QUEEN ANNE-MADRONA was split with the Queen Anne end becoming through-routed with the 12--EAST CHERRY-26TH AVENUE. The former 11 minute headway was increased to 15 minutely with 30 minute service on each branch of route 12, which formerly had 25 minute service on the branches, 12½ minutely on the trunk.

Trolley routes 9--BROADWAY and 10--CAPITOL HILL-MT. BAKER both had their 14 minute headways increased to 18 minutes. Probably the most severe reduction was on the two long through-routed lines serving West Seattle, routes 15 and 18, which had their base service cut in half, from 15 to 30 minutes--30 minutes to hourly on each of both routes' two outer branches. The reductions are expected to trim several hundred thousand dollars off the current operating costs and will more adequately reflect present-day riding. The last service cuts had occurred in 1964 after which the level of service and fares were frozen by request of the city council. The present move is in line with recommendations made in a report by Price-Waterhouse on ways of coping with the system's mounting deficit.

Jefferson Station, which was closed when all trolley coach operation was moved to Atlantic Station in September, is now used as a storage yard for the line department and for dead storage of surplus trolley coaches. To make room for the trolleys, additional 200s (GMC TDH-5105s) have been transferred from Atlantic to North Seattle Station. Additional storage at North Seattle was gained by appropriating part of the parking lot used by patrons of the Seattle Center-Downtown park-ride shuttle.

## N E V A D A

### NEVADA TRANSIT CO. (NTC)

RENO: On November 23 NTC began a new route, line 4--SOUTH VIRGINIA ST. on an hourly headway using one bus. NTC has operated line 1--RENO-SPARKS and 2--RENO-NORTH SPARKS for many years, but this is its first southside route.

## EQUIPMENT REPORT

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

| Name of Company | Vehicle Nos. | Builder | Model/Serial Nos. | Comments |
|---|---|---|---|---|
| **NEW BUSES** | | | | |
| Golden Gate Bridge Transit & Hwy Dist | 501-502 | GM Coach | T6H5306A/390-391 | Ordered by Las Vegas TS but cancelled |
| Eastern Cities Transit | 96-97 | GM Coach | TDH3301/- | |
| Assoc Chtr Bus Co | A5324D | GM Coach | PD4905/167 | 53 NR, 3 axle |
| | A1419G-A1423G | Intl | Intl 1603-Wayne | 28/42 seats |
| Continental Western Lines | 14514 | B & C | 05SE/8152 | LA-Wich-NY pool |
| | 14515-14518 | B & C | 05SE/8201-8204 | LA-Seattle pool |
| Amer Buslines-SW | 26516 | B & C | 05SE/8157 | LA-Miami pool |
| Kern Co Bus System | 4009 | Ford | B500/Superior | 24/36 seats |
| Harvey Buses Inc | 4010 | Ford | B500/Superior | 24/36 seats |
| Community Chtr Bus System | 4013 | Ford | 7000/Superior | 69 seat |
| | 4014-4017 | Crown | A426-11/- | |
| Pacific Scenic Lines | 4018 | Crown | 2A426-11/- | 3 axle, 91 seat |
| | 4019-4024 | Crown | A426-11 | |
| AirporTransit | 417-419 | Minibus | MBF-1D/519,-,- | 23 seats |
| **USED BUSES** | | | | |
| Southshore Lines | 2108 | GM Coach | PD4104/- | Eastshore 311 leased |
| | 2112 | GM Coach | PD4104/933 | Eastshore 303 leased |
| | 2113 | GM Coach | PD4106/2778 | Lee Bowman leased |
| Peerless Stages Inc | 283 | GM Coach | PDA4101/316 | Ex-Eastshore 352 |
| Riverside Bus Co | 202 | GM Coach | PD4103/1252 | Ex-GLW 9365 |
| Brock Bus Lines | 204 | GM Coach | PD4104/1056 | Ex-EGL 4200 |
| Russell Transp Inc | 201-202 | GM Coach | PD4104/2477,4778 | Ex-GLW II 8500,7605 |
| Assoc Chtr Bus Co | A5173D | GM Coach | PD4106/400 | Ex-ACB 818 |
| Calif Sightseeing | C5116D | GM Coach | PD4106/404 | Ex-GB G5116D |
| Arizona Bus Lines | 131-132 | GM Coach | PD4106/-,2608 | Ex- -,TNM&O L643 |
| Nevada Transit,Reno | 16 | GM Coach | TDH4517/387 | Ex-LBPTCo 4504 |
| Pacific Scenic Lines | II 110 | GM Coach | PD4501/717 | Ex-GLW 8092 |
| South Coast Transit | H18-H20 | MCI | MC7/7922,8092,8093 | |
| Golden State Chtr Bus | 417 | Crown | A501-11/33628 | Ex-Lompoc School 3 |
| Assoc Chtr Bus Co | A4090D | Crown | AD743-11/34684 | Ex-Goodalls 7431 |
| | II A4091D | Crown | 2AD743-11/35088 | Ex-Goodalls 911 |
| Pacific Scenic Lines | 58-59 | Crown | A743-11/- | Ex-Embree 58-59 |
| Crew Transit, LA | C106 | Flxible | Vistacoach | Ex - 1208, 29 seats |
| Channel Is Bus Sys | 367 | Intl | Intl 1603/Carp | Ex-Harvey 367 |
| **DISPOSITIONS** | | | | |
| Greyhound Lines West | 7806 | GM Coach | PD4106/1036 | to Hausmans Bus Sls (LA) |
| | 9541 | GM Coach | PD4104/2653 | |
| Embree Buses, Inc | 42 | Crown | A504-11/32804 | to private party |
| **USED BUSES** | | | | |
| Amer Sightseeing | 175 | GM Coach | SDM5501/- | Schnectady Transp |
| GLOSF | 315-319 | GM Coach | PD4106/- | Ex-Miami Amer SST |
| Associated Chtr Bus | A5214D | GM Coach | PD4107/500 | Ex-LA Airport 214 |
| Falcon Chtr | 76 | | | Sold-Hawaii |
| Airport Charter Lines | 67 | Flxible | Clipper/- | Ex-GLST |