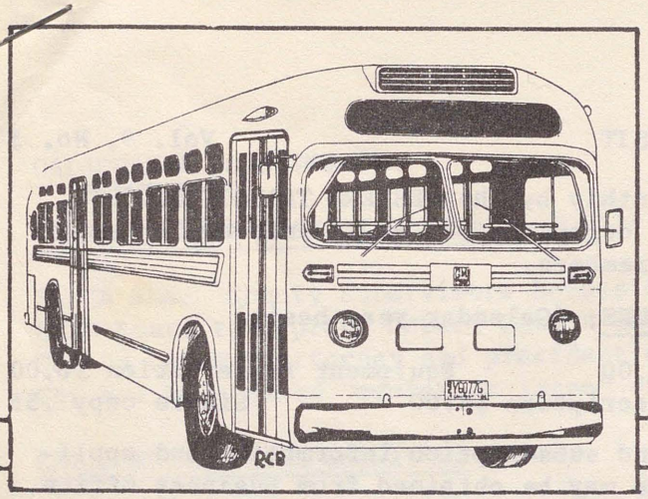


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9, No. 3, March, 1971

C A L I F O R N I A

LONG BEACH PUBLIC TRANSPORTATION CO. (LBPTCo.)

LONG BEACH: On March 14 LBPTCo. fares were raised from 25¢ to 30¢ and tokens were upped from 5/$1.00 to 4/$1.00. Zone charges were raised from 7¢ to 10¢; school fares also were increased. Rates on Line 14--LONG BEACH-SAN PEDRO were boosted from 35¢ to 45¢ and the San Pedro-Fish Harbor fare went from 25¢ to 35¢. At the same time, a reduced Senior Citizen fare (20¢) was instituted between 9:00AM and 3:00PM weekdays and all weekend long. It was the first fare increase since the former LONG BEACH MOTOR BUS CO. increased rates in October, 1961.

MODESTO MOTOR BUS SERVICE (MMBS)

MODESTO: A fifth bus route into Modesto's north area this year, followed by establishment of three more lines toward Empire and Ceres between 1972 and 1981 is being studied by the city council. The new routes were recommended in an area transit study. The new line would travel via McHenry, Granger, Woodrow, Tully Road, Mt. Vernon Ave., Carver, Orangeburg, Tully, Bowen and back to McHenry. (See Modesto feature, WT July 1970).

CONEJO VALLEY STAGE LINES

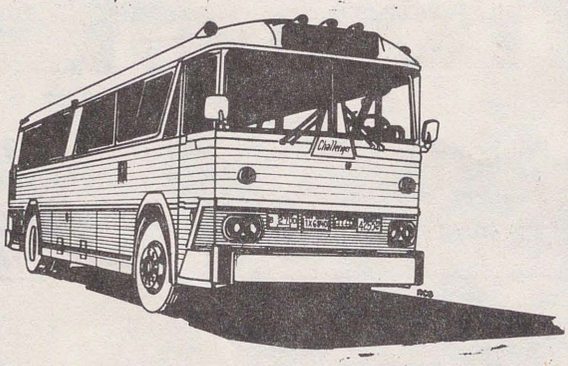
THOUSAND OAKS: CVSL began city bus service in Thousand Oaks, a city of 32,000, in December 1970, the first local service in the area and except for Ventura and Oxnard, the only service in Ventura County. The coach used on the route is a one-door, 22-seat Wayne bus painted white and lettered CONEJO VALLEY STAGE LINES, and AMERICAN CHARTER LINES. Service is operated on an hourly headway between 9:00 AM and 7:00PM Monday through Saturday. The route is divided into four fare zones and the fare is 20¢ a zone. The firm has 2 other buses, including one Crown school bus. (See map on page 2).



NEW BUS, NEW CARRIER

Coach 501 (GMC T6H5306A/390) is one of two New Look buses owned by GOLDEN GATE BRIDGE, TRANSIT & HIGHWAY DISTRICT for Marin County service. This was one of two ordered by LAS VEGAS TRANSIT SYSTEM but diverted to GGBT, which also leases two other New Looks from Greyhound. (See story). G. L. Squier Photo.

CALIFORNIA



MEETING NOTICE

April Regular Meeting:

Date: April 11, 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

May Regular Meeting:

Date: May 9, 1971
(Time and place
as above.)

WESTERN TRANSIT Vol. 9, No. 3

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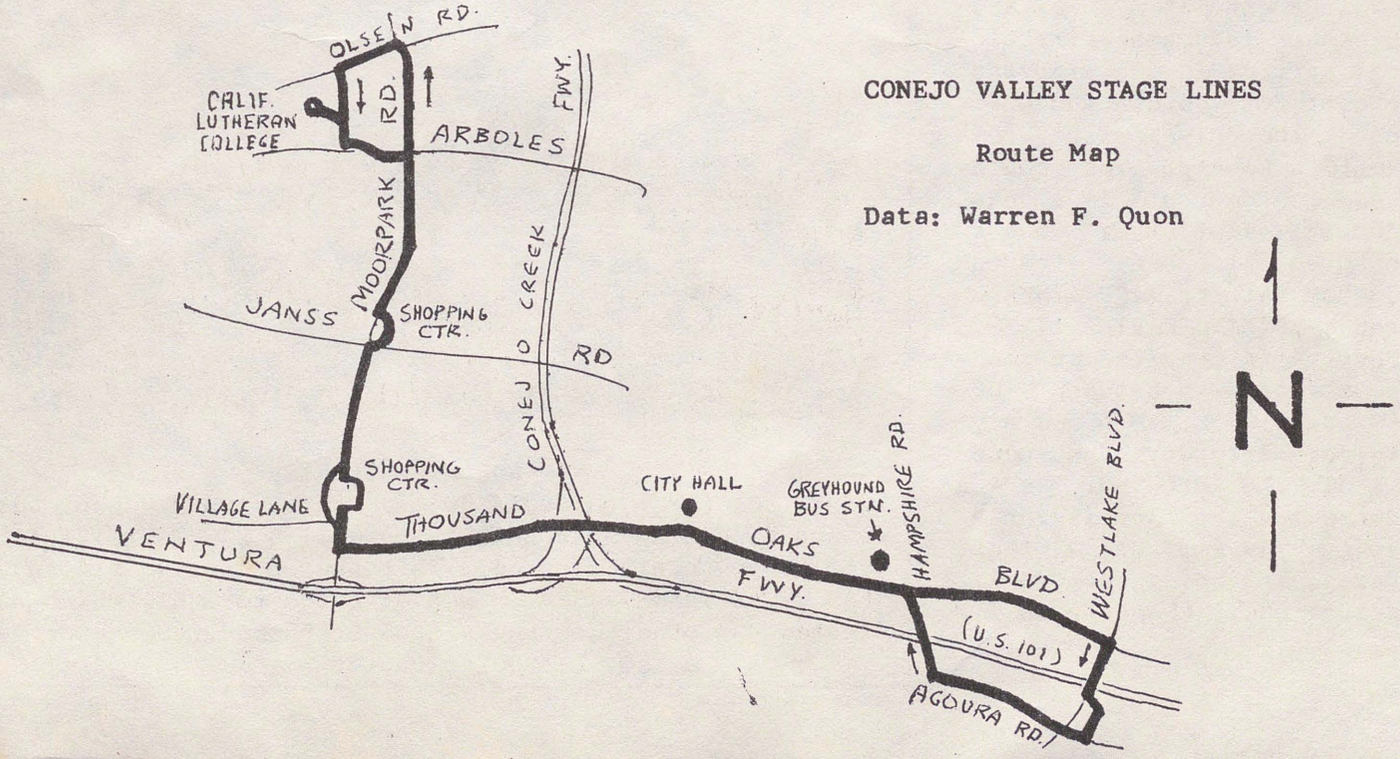
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CONEJO VALLEY STAGE LINES

Route Map

Data: Warren F. Quon

CALIFORNIA (CONTINUED)

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: County Supervisors Ronald Caspers and Ralph Clark have been named to the OCTD Board to replace Robert Battin and William Phillips (WT 1/71). Richard Lynn, Corona Del Mar attorney and president of the Commercial Motor Vehicle and Bus Leasing Co. has been named "member at large" of the five member board.

CALIFORNIA PARLOR CAR TOURS (CPCT)

SAN FRANCISCO: For 1971 CPCT has inaugurated a three-day SAN FRANCISCO-TAHOE-BONANZA LAND-RENO rour during the summer months and has dropped the three-day SAN FRANCISCO-YOSEMITE-FRESNO-LOS ANGELES tour. All tours formerly stopping at Fresno now stay over in Yosemite for two nights.

PINK BUS LINES (PBL)

LA HABRA: Paul Arthur Kadletz and Michael Kadletz, dba PINK BUS LINES, have applied for a certificate to operate between La Habra (Whittier & Beach Blvds.) and Huntington Beach via Beach Blvd. Hourly headway is proposed during the summer months with four round trips on Tuesday, Friday, Saturday and Sunday in the off season. Fares would range from 35¢ to 75¢. PBL proposes to operate two GMC TDH-3714s, one being serial 3714/266, ex-SOUTH COAST TRANSIT CORP. 2479. The applicant has requested a restriction against handling local passengers between Whittier Blvd. and Manchester Blvd. so as not to compete against existing carriers.

BLUE AND WHITE BUS LINES (B&WBL)

LOS ANGELES: B&WBL has received PUC approval of an interim 25¢ fare (up from 20¢) while hearings continue on the firm's request for a 30¢ fare (27¢ token).

BAYFAIR MOTORS (BM)

SAN LEANDRO: BM is a vehicle reconditioning firm which reconditions buses for use as campers or for continued passenger service. At present, six coaches are listed for sale, all with seats still in them: (all GMC buses)

TDM4515/110	--	ex-GLW 909	PD4103/527	--	ex-GLW 9566
TDM4515/114	--	ex-GLW 913	TD3609/158	--	ex-VVBL 247
PD4103/293	--	ex-GLW 9333	TDH3612/1901	--	ex-CTL 91

THE TOWN TOUR (TTT)

ANAHEIM: TTT has changed Line 1--T OWN TOUR to operate on an hourly headway leaving Disneyland Hotel between 6:30PM and 11:30PM with trips operated at 12:30AM and 1:30AM if needed to return passengers from earlier trips. On November 1 TTT moved into a new garage/office at Katella Way and the Santa Ana Freeway in Ahaheim.

CITY OF PACIFICA

PACIFICA: The city has called for bids for an intracity transit service to be operated with the bidder supplying buses and posting an operating bond plus payment to the city of a percentage of operating revenues. The city also would subsidize the operation according to a plan to be worked out. GREYHOUND LINES WEST operates commuter service in and out of the city and NORTHGATE TRANSIT touches the north city limits.

CALIFORNIA (CONTINUED)

CITY OF SAN MATEO

SAN MATEO: The Peninsula city also has called for proposals for a local transit system with either the city or the operator furnishing the buses. Presently SAN MATEO COURTEOUS TRANSIT operates two routes in the city using GMC TDH-4507s, formerly AC TRANSIT coaches.

KOPECKY CORP. CHARTER BUSES (KCCB)

SAN DIEGO: KCCB, also known as SAN DIEGO-MAMMOTH SKI BUS, operates a service designed for skiers between San Diego and Mammoth Mountain, also serving San Bernardino every Friday night during the snow season at Mammoth. Round trip fare from San Diego is $19.00. The San Diego terminal is the Ski Chalet, 4004 Sports Arena Blvd., and the San Bernardino stop is at Bill Douglas Ski Shop, 4202 North Sierra Way. The schedule leaves San Diego at 6:00PM Fridays, calls at San Bernardino at 8:15PM and arrives Mammoth at 2:00AM. Returning, the bus leaves Mammoth Sunday at 4:30PM, San Bernardino at 10:15PM and arrives San Diego 12:30AM Monday.

CITIZENS TRANSIT LINES (CTL)

VENTURA: The U. S. Department of Transportation has awarded a $94,712 grant to the City of Ventura toward purchase of seven new 33-seat buses (probably GMC TDH-3301s) and 10 electrically-operated fare boxes. Six buses of the present fleet of eight will be replaced (GMC TGH-3101s and 3102s) and the extra bus will be used to inaugurate a new route serving a low-income housing area presently without bus service. Two 1967 GMC TDH-3501s will remain on the roster.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Of the new GM-powered Flxible buses recently delivered, 7085-7094 have front water bumpers and 7095-7099 may have disc brakes. Some or all of these are assigned to Division 7, and they were placed into service on March 13/14 and have been seen on lines 4, 42, 83, 89 and 94.

As a result of the February 9th earthquake, emergency power facilities are to be installed in the Transit District Building at 1060 S. Broadway and the former Pasadena Car House (Division 18) is being demolished. The District will request a federal grant to defray costs of repairing and replacing earthquake-damaged buildings.

A revised route has been adopted for Line 15--SAN FERNANDO LOCAL-OLIVE VIEW SANATORIUM-U. S. VETERANS HOSPITAL, effective February 28. The new route at Olive View Hospital is a loop via Bledsoe St., Olive View Dr. (formerly Bucher Ave.) through the hospital grounds, Roxford St. and Foothill Blvd. This rerouting was made as a result of street changes in connection with construction of the Foothill Freeway. Line 15, however, serves the area of most severe earthquake damage, including the sites of the San Fernando Veterans Hospital and Olive View General Hospital, both of which were destroyed, and there may be little similarity between its official route and its actual present operation.

Line 18--EAST JEFFERSON-COLISEUM, will be extended at its west end, effective April 11. This line presently terminates at Rodeo Rd. and Chesapeake Ave., looping via Potomac Ave., Rodeo, Chesapeake and Coliseum St. There have been complaints over operations at the present terminal, particularly over disturbances created by Dorsey High School students who use the line's regular service instead of trippers loading at the

CALIFORNIA--SCRTD (CONTINUED)

school. Both in response to these complaints and to serve an additional apartment area along Coliseum St., line 18 will be extended via Coliseum to La Brea Ave., looping via Coliseum, Sycamore Ave., Rodeo Rd. and La Brea. The extension will also provide a new direct connection with lines 27 and 85. Special school service will continue to operate to and from Dorsey High School, including an additional AM and PM bus to replace the regular service now used by many students. The estimated added annual cost of these changes is $12,000.

Two-way radios will be purchased for the 19 Minibuses now on order. Delivery of the Minibuses is not expected until summer.

The District's board has adopted a report on the need for continuing public fund support. The present sales tax fund will be exhausted before the end of this year, and the estimated needs for the next three years will range from $15,400,000 in 1972 to $19,200,000 in 1974. Action must be taken in 1971, both to meet future operating deficits and to enable the RTD to continue to qualify for federal aid. Fare increases are no longer looked on as a practical solution to the problem of rising costs. No specific source of public funds is suggested in the report, but the District is supporting AB 544 (which would extend the sales tax to gasoline) as one approach.

The agreement with the City of Santa Monica for joint use of the RTD-owned off-street terminal at Pico & Rimpau has been extended for three years.

Special school services have been modifed as required by closing of some schools and double sessions at others since the February 9 earthquake. The most severe change has been the closing of Los Angeles High School on Olympic Blvd. near Rimpau and transfer of its operations to Fairfax High School on Melrose Ave. near Fairfax. Fairfax classes are now confined to the morning hours, with LAHS taking over the plant in the afternoon. School buses take most LAHS students to and from Fairfax, but many still use RTD. The time restrictions on special school fares during the PM rush hour have been modified for Los Angeles High students, since their classes are not over until then.

FIVE YEARS AGO IN THE BOOSTER

(Highlights of March, 1966)

+ANTELOPE VALLEY BUS, INC. begins construction of new garage and office in Lancaster.

+SANTA MONICA MUNICIPAL BUS LINES reroutes Line 5--PICO BLVD.-VETS HOSPITAL through the newly-constructed Century City shopping complex.

+SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM applies for federal grant to help buy 15 new air-conditioned buses (15 new 35-seat Flxibles were purchased).

Following the establishment of RTD service on El Segundo Blvd. and changes on Line 33, BLUE & WHITE BUS CO. of Watts began operating over the route of RTD Line 3--WEST SIXTH ST. & CENTRAL AVE., at least as far west as the Farmers Market. RTD responded with a formal protest to the Public Utilities Commission, a formal protest to the City of Los Angeles over B&WBL's allegedly illegal and unsafe use of RTD bus stops, and refusal to exchange tokens (as is the usual practice regarding foreign-line tokens taken in through the fare boxes) on the ground that most of the RTD tokens held by B&WBL were probably collected through the allegedly illegal operation.

Complaints were lodged by the cities of Torrance and Culver City over the establishment of new RTD lines 123--EL SEGUNDO BLVD. and 128--MARINA DEL REY COMMUTER FLYER respectively. In each case, the city contended that the new RTD operation would compete with its existing municipal bus service. Line 128 began service on March 8 with

CALIFORNIA--SCRTD (CONTINUED)

coach 5456 on bus run 1; in fact this coach was used all week long. There are three coaches assigned to the line out of Division 6 (Ocean Park).

The following SCRTD coaches have been observed as repainted in the Chrome Yellow, Champagne Gold and White livery since our last report: 5171, 5172, 5174.

GOLDEN GATE BRIDGE, TRANSIT & HIGHWAY DISTRICT (GGBTHD)

MARIN COUNTY: The GGBTHD has submitted its long-range transit plan to the state legislature. It calls for a second deck on the Golden Gate Bridge for exclusive use of buses (with possible later conversion to rail rapid transit), an underground busway from the bridge to downtown San Francisco to cost $204 million, purchase of $10 million in buses, $20 million for ferryboats and $30 million for research and development of a new type of smog-free bus which could be operated in the tunnel. The second deck on the bridge would cost $66 million.

If the legislature approves the plan, or some modification of it, the District will proceed to acquire all the Marin County operations of GREYHOUND LINES-WEST and beef up the commuter operation, along with supplemental ferry service and local Marin feeder lines. The GGBTHD already has contracted for four new ferries and is looking for a central Marin site for a major ferry-bus interchange.

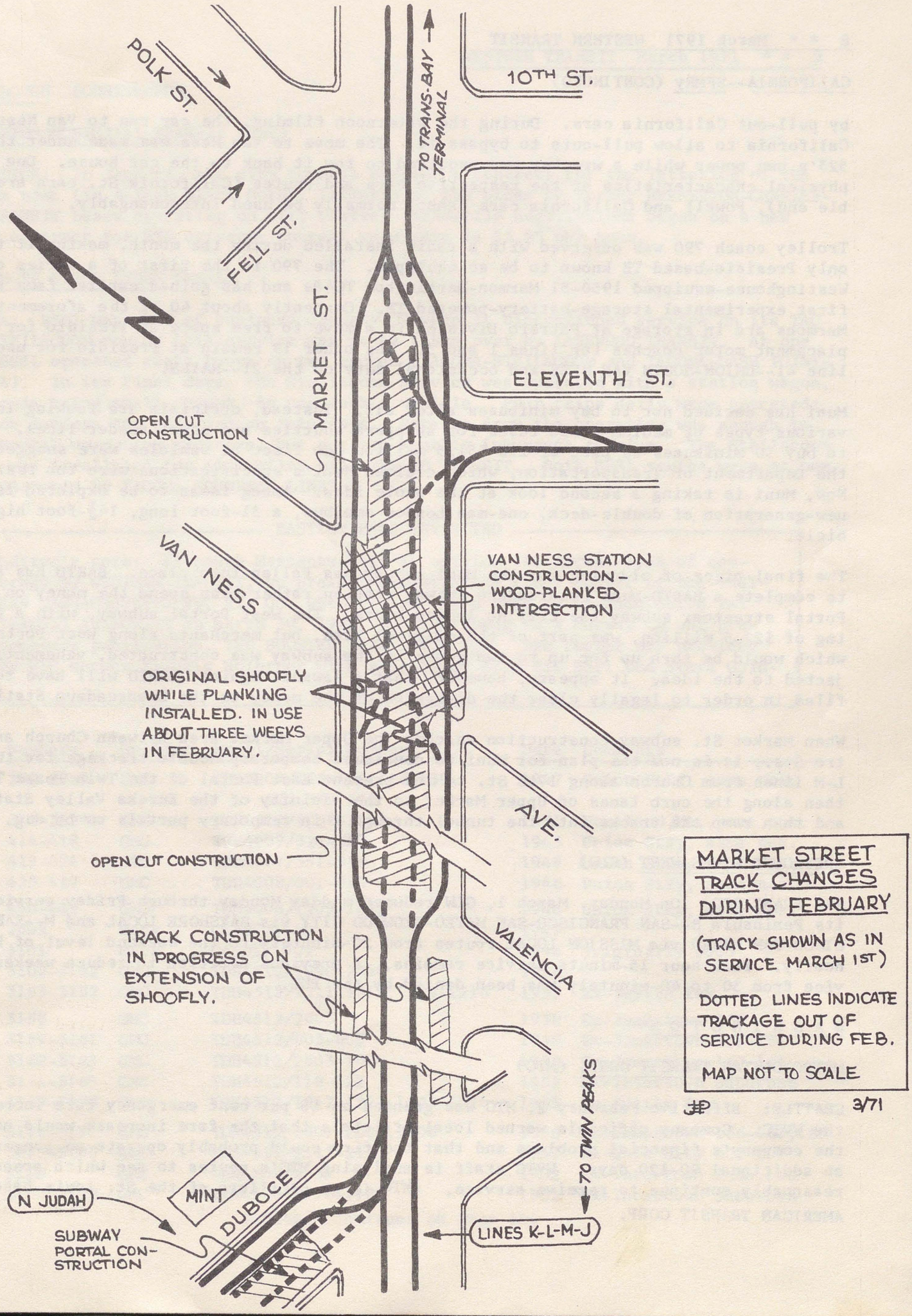
SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Most of the news during the month was made by Muni's rail lines. Aside from two widely-reported accidents (one involving a rear-end streetcar collision, the other a four-cable car chain-reaction collision) the developments centered on continuing track changes in the area of the BART-Muni subway construction.

During the month, the intersection of Market & Van Ness received steel-supported wood decking which will allow construction to proceed on Muni's Van Ness Station. Streetcar traffic was moved to temporary tracks near both curbs from 10th to a point west of the Van Ness intersection. From the latter point to Valencia St., trackage had previously been changed to the first traffic lane from the curb during January. Between Valencia and Duboce, a distance of two very long blocks, rail is presently being laid for extension of the shoofly to a point just east of the intersection of Duboce & Market. The most interesting aspect of last month's construction was the rearrangement of the 11th & Market wye lead tracks, in order to keep the wye in use without retaining the westbound lead track through the construction area in the middle of the street, a half-block long tail track was laid alongside the new inbound service track (see map on facing page). Thus, there is now a half-block long thre-track section on Market between 10th and 11th.

On lower Market, the last remaining BARTD construction detour, the 5th & Market intersection and the large hole west of there are in the process of being restored to normal working. The hole provided access for removing the hydraulic tunnel borer (known as the "cookie cutter.") The boring of the four tunnels between 7th St. and the Trans-Bay Tube was completed last month, leaving only the portion between 7th St. and Van Ness to be bored. Further tunnel construction will be cut-and-cover.

A real "first" on the cable car division took place in January when a single-ended Powell cable car, the 523, was run on a portion of California St. The feat was occasioned by the production of the movie "Cross Current" by Warner Bros. The action was filmed on Hyde St. between Washington and California on a section of track used only



MARKET STREET TRACK CHANGES DURING FEBRUARY

(TRACK SHOWN AS IN SERVICE MARCH 1ST)

DOTTED LINES INDICATE TRACKAGE OUT OF SERVICE DURING FEB.

MAP NOT TO SCALE

JP 3/71

CALIFORNIA--SFMRy (CONTINUED)

by pull-out California cars. During the afternoon filming, the car ran to Van Ness and California to allow pull-outs to bypass it. The move to Van Ness was made under the 523's own power while a wrecker was required to tow it back to the car house. Due to the physical characteristics of the respective cars and routes (California St. cars are double end), Powell and California cars cannot normally be used interchangably.

Trolley coach 790 was observed with a radio installed during the month, making it the only Presidio-based TB known to be so equipped. The 790 is the first of a series of 59 Westinghouse-equipped 1950-51 Marmon-Herrington TC48s and has gained earlier fame as the first experimental storage-battery-powered TB. Currently about 40 of the aforementioned Marmons are in storage at Potrero Division in a move to free space at Presidio for replacement motor coaches for lines 1 and 3. The other 19 remain at Presidio for use on line 41--UNION-SOUTH VAN NESS and occasional duty on the 21--HAYES.

Muni has decided not to buy minibuses after all. Instead, officials are looking into various types of medium-sized buses for shoppers shuttles and short feeder lines. Plans to buy 50 minibuses as part of its $51.5 million new fleet of vehicles were snagged by the Department of Transportation, which claimed Muni's specifications were too restrictive. Now, Muni is taking a second look at the whole idea. Among ideas to be explored is the new-generation of double-deck, one-man London omnibus, a 31-foot long, 14½-foot high vehicle.

The final piece of planning for the Muni subway has fallen into place. BARTD has agreed to complete a BARTD-Muni Embarcadero subway station rather than spend the money on a West Portal streetcar subway the city no longer wants. The West Portal subway, with a price tag of $22.5 million, was part of the original plan, but merchants along West Portal Ave., which would be torn up for up to two years if the subway was constructed, vehemently objected to the idea. It appears, however, that a lawsuit against BARTD will have to be filed in order to legally clear the diversion of the money to the Embarcadero Station.

When Market St. subway construction reaches the Upper Market area between Church and Castro Sts., it is now the plan for Muni to construct temporary double trackage for the K-L-M lines from Church along 17th St. to the present East Portal of the Twin Peaks Tunnel, then along the curb lanes of Upper Market to the vicinity of the Eureka Valley Station, and then ramp the tracks into the tunnel through twin temporary portals to be dug.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: On Monday, March 1, GLW reduced midday Monday through Friday service on its Peninsula B--SAN FRANCISCO-SAN MATEO-REDWOOD CITY via BAYSHORE LOCAL and M--SAN FRANCISCO-SAN MATEO via MISSION LOCAL routes from 20-minutely to the weekend level of half-hourly. Peak hour 15-minute service remains. A previous petition to reduce weekend service from 30 to 40-minutely has been denied by the PUC.

W A S H I N G T O N

METROPOLITAN TRANSIT CORP. (MTC)

SEATTLE: Effective February 2, MTC was granted an 18 per cent emergency fare increase by the WVTC. Company officials warned local officials that the fare increase would not solve the company's financial problems and that the firm could probably operate no longer than an additional 90-120 days. WVTC staff is analyzing MTC's routes to see which areas can reasonably continue to receive service. MTC is an affiliate of the St. Louis-based AMERICAN TRANSIT CORP.

WASHINGTON (CONTINUED)

BREMERTON MUNICIPAL TRANSIT (BMT)

BREMERTON: In January, the city council awarded a contract for the lettering of the system name (in 6-inch black Gothic letters) on the sides of former BREMERTON-CHARLESTON TRANSIT buses operating on city routes. Meanwhile negotiations began on a new labor contract for BTC drivers; current wage rate is $3.25 per hour.

BAY SHORE STAGE LINES (BSSL)

TACOMA: BSSL went out of business January 29 when it discontinued service on its TACOMA-STEILACOOM route; this service was to be taken over by LAKEWOOD TRANSIT. At one time BSSL operated eight buses on two routes (TACOMA-STEILACOOM and TACOMA-DASH POINT-LAKOTA). In its final days, the Steilacoom service was operated with a station wagon, the loads being small enough to use such a vehicle. Four trips daily were operated; threeon Sundays and only one on Saturdays. Revenue from the operation was enough to pay general operating expenses, but not the monthly insurance premium. The Steilacoom route was paralleled for nine miles by LAKEWOOD TRANSIT. Both BSSL routes were at one time operated by TACOMA SUBURBAN LINES.

EASTERN MASS REVISITED

Editor's note: Although Massachusetts is outside the normal area of coverage by WESTERN TRANSIT, we present herewith the final roster of the EASTERN MASSACHUSETTS ST. RY. CO. when it was taken over by MASSACHUSETTS BAY TRANSIT AUTHORITY on March 30, 1968, as a followup to a survey in our predecessor publication, THE BOOSTER, six years ago. The roster was provided by WTS member Francis Holbrook with assistance from Eli Bail and Steve Goldmann.

No. Left	Numbers	Builder	Model/Serial Number	Date	Comments
11	262-274*	GMC	TDH3207/123-124,126-130, 377-379,381	1947	Union StRy, same nos.
4	318-322**	GMC	TDH4509/1738-1742	1951	Portland,Me.,same nos.
5	414-418	GMC	TDH4007/324-328	1945	Union StRy, same nos.
6	419-424	GMC	TDH4007/551-556	1946	Union StRy, same nos.
15	425-439	GMC	TDH4008/001-015	1946	Union StRy, same nos.
3	440-442	GMC	TDH4008/1209-1211	1948	Union StRy, same nos.
1	2805	Mack	C45GT/1449	1947	
1	3101	Mack	C45DT/4901	1948	Originally 3000
51	3102-3152	GMC	TDH4512/1990-2040	1956	
5	3153-3157	GMC	TDH4512/1211-1212,1214-1216	1955	Ex-Austin Tex
1	3158	GMC	TDH4512/2605	1958	Ex-Jamestown 164
3	3159-3161	GMC	TDH4512/803-805	1955	Ex-Jamestown 159-161
2	3162-3163	GMC	TDH4512/2603-2604	1958	Ex-Jamestown 162-163
5	3164-3168	GMC	TDH4512/118-122	1952	Ex-Intertown Suburban
7	3169-3175	GMC	TDH4512/1217-1221,1223-1224	1955	Ex-Austin Tex
3	3176-3178	GMC	TDH4512/2607-2608,2606	1958	Ex-Jamestown 166-167,165
7	3179-3185	GMC	TDH4512/2113-2119	1957	Ex-Okla City 601-607
1	3188	GMC	TDH4509/2339	1952	Ex-Intertown Suburban
4	3189-3192	GMC	TDH4509/1976-1979	1951	Ex-Intertown Suburban

(Roster Continued on Page 10)

EASTERN MASSACHUSETTS ST. RY. CO. ROSTER (Continued From Page 9)

No. Left	Numbers	Builder	Model/Serial Number	Date	Comments
4	3193-3196	GMC	TDH4509/2338,2340-2342	1952	Ex-Intertown Suburban
1	3197	GMC	TDH4509/1980	1951	Ex-Intertown Suburban
1	3201	Mack	C47DT/1203	1956	
39	3202-3241	Mack	C47DT/1292-1331	1957	
14	3302-3321	GMC	TDH4008 (Note 1)	1947	Public Service of NJ
8	3322-3343	GMC	TDM4008 (Note 2)	1947	Public Service of NJ
3	3344-3347	GMC	TDH4008/311,310,306,309	1947	Public Service of NJ
7	3348-3367	GMC	TDM4008 (Note 3)	1947	Public Service of NJ
11	3368-3386	GMC	TDH4008/318,321,323-327, 335-344.	1947	Public Service of NJ
13	3387-3399	GMC	TDH4007 (Note 4)	1945	Public Service of NJ
1	3400	GMC	TDM4007/	1945	ex ?
18	3401-3418	GMC	TDM4008 (Note 5)	1947	Public Service of NJ
41	3501-3550	GMC	TDH5302/448-497	1961	
296					

Notes: * - No 264 or 272 ** - No 321. (1) - Serials 357,330,329,328,331-334, 345-356. (2) - Serials 786,794,358,364-365,376-377,783,405,407,419,422-425,433,413-414,790,797,799,409. (3) - Serials 366,417,426-427,430,435-436,785,791,793,796,798, 788,792,795,401,789,431-432,434. (4) -Serials 449,061,063,067,069-070,074,077-078,096, -,109,116. (5) - Serials 753,757,758,760,762,765-767,769,773-774,776,780-782,-,784,398.

EASTERN MASS operated local service in Lowell, Lawrence, Lynn, Quincy, Brockton plus lines into Boston from all of these areas.

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

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				
Santa Monica Mun BL	5375-5377	GM Coach	T6H5305/275-277	
Conejo Valley Stage	Unnum	Wayne	M1269/129911	22 seat, 1 door
Camp Pendleton Rec Fund	500X505	MCI	MC7/-	47 seat, restroom
USED BUSES				
Community Chtr Bus Sys	C607	Crown	2AD743-11/35197	Ex-Bay Cities
Channel Isl Bus System	790	Crown	A590-11/34397	Ex-?
Continental Western	14919	B & C	01SE/6350	Ex-14311, now 46-seat
Associated Charter	A6017D	GM Coach	TDH4509/1331	Ex-ACB 7
Bus Co	M6666D	GM Coach	TDH4509/1706	Ex-M & M Chtr 4586
Blue & White Bus Lines	4503	GM Coach	TDH4517/386	Ex-Long Beach PTC
Arrow Charter Lines	II-1202	GM Coach	PD4104/4761	Ex-GLW 7588
LA & Pico Rivera Consol St Ry	3002	GM Coach	PD4104/330	Ex-KT 236
Falcon Charter Service	41	GM Coach	PD4106/1508	Ex-LVTR 113
Golden Gate Bridge Highway & Transit Dist	498-499	GM Coach	TDM5303/045,050	Leased from GLW, ex-9641,9646
DISPOSITIONS				
Knickerbocker Tours	21	Flxible	571KE-F6-1/FZ129	To Washington, Penna.