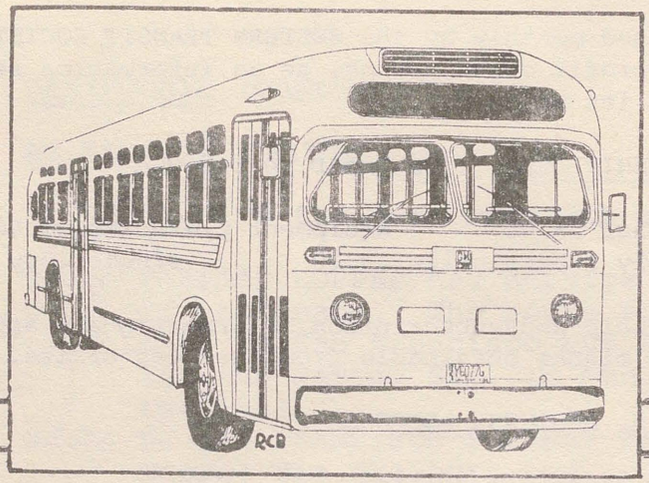


Western Transit

Monthly Publication of The Western Transit Society

Vol. 9 No. 9 September 1971

C A L I F O R N I A

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: SDTC has introduced a monthly "Saverpass" as part of its Ready-Fare program. The basic Saverpass covering the first two zones costs $16.00. Three, four, five, six, and seven zone passes are also available at a $4.00 increment per zone. A special Senior Saverpass costs $15.00.

MODEL CITIES SMALL BUS PROJECT

SAN DIEGO: A free small bus service to supplement transportation for needy residents in Southeast San Diego and in San Ysidro was scheduled to begin September 1st funded by the Model Cities Program at a cost of $136,000 for a six month period. The California State Service Center will be the operating agency for the 9 twelve seat buses used. A similar program is being started in the Los Angeles area (WT 8/71).

SANTA ANA TRANSIT CORP. (SATC)

SANTA ANA: SATC and city officials have agreed on a six month plan for a city subsidy to SATC until the municipal bus system begins operating in March 1972. The plan calls for a $1200 monthly management fee and reimbursement for operating costs up to $11,300 per month. Beginning September 1st the fare was reduced from 35¢ to 25¢ and on October 1st half hourly rather than hourly weekday headways will be introduced (five buses vs. three), and Saturday service will be increased to 60% of weekday service. Plans for Sunday schedules have been dropped. During the next six months negotiations will proceed on a sale price for SATC equipment and the city will seek a federal grant to buy 15 new buses.

COMMUNITY CHARTER BUS SYSTEM (CCBS)

SANTA ANA: Approximately one third of the students in the Capistrano Unified School District in the Capistrano Beach area of Orange County will be transported by CCBS in twelve 79 passenger Crowns. The cost to the district is $41.89 per day for the first 60 miles and 5 hours total driver time. The school district owns 25 buses itself and transports other students at comparable costs. CCBS operated the City of Santa Fe Springs Tram again this summer (WT 10/70) using a 28 seat Ford 700 Superior.

FIVE YEARS AGO IN THE BOOSTER

(September 1966)

+SAN BERNADINO MUNICIPAL TRANSIT SYS. rerouted line 8 SOUTH E ST. and increased service to new Inland Shopping Center

+OXNARD MUNICIPAL TRANSIT SYSTEM received Federal grant to buy nine new TDH3501's and construct new maintenance and administrative headquarters.

+The once-a-week franchise trip between College Gorve Shopping Center and Lakeside run by SAN DIEGO ECONOMY LINE, INC. was given up with all service to run between Homeland and downtown San Diego.



Location: West side of Los Angeles 1/4 block North of Olympic Blvd., 3 blocks East of Fairfax Ave.

Transportation: SCRTD lines 4 & 89

November Regular Meeting

Date: November 14, 1971

(Time and place as above)

WESTERN TRANSIT

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CALIFORNIA (Continued)

RICO TRANSPORTATION SYSTEM (RTS)

CALEXICO: Last February 4th RTS began operating one loop line through the City of Calexico near the Mexican border in Southeast California. The service operates between 6:00am and 8:00 pm and the fare is 25¢. Details on the equipment are not presently known.

SIT SOCIETY,
rmation ser-

CALIFORNIA (Continued)

AC TRANSIT (ACCTD)

OAKLAND: With the September 5th signup, the following changes occured.

Route P-PEDAL HOPPER had service cut back to Saturdays only due to lack of patronage. The route follows the regular "F" local from Berkeley to San Francisco but discharges passengers and bicycles at 1st and Natoma Sts. in San Francisco rather than the elevated terminal.
Route RF-SAN FRANCISCO-FAIRWAY PARK was rerouted operating from Gresel Street via Braeburn Ave., Fairway Dr., Mission Blvd. and then the regular RF route to San Francisco. In the PM coaches now operate via regular route to Mission, then via Gresel St. to the terminal stop.
Route S-SAN LORENZO had one PM peak trip added to weekday schedule due to increased patronage. This became effective August 16th.
Route 7-ARLINGTON AVE.-EUCLID AVE. had one AM trip cancelled on weekdays due to insufficient patronage.
Route 17-ALCATRAZ AVE.-CHABOT RD. lost the last PM trip on weekdays leaving Alcatraz and Adeline at 6:20 pm and College and Broadway at 6:38 pm, again because of lack of patronage.
Route 32-SAN LORENZO EXPRESS now has limited peak hour service extended to Hill View Crest at Pulaski and Tamarack (South Hayward) on weekdays.
Route 43-OAKLAND-BERKELEY-ALBANY was rerouted due to a traffic diverter installed at Acton and Virginia Streets. Coaches now operate via Sacramento, Cedar, and Cornell to Santa Fe Ave on a daily basis.
Route 46-ARTHUR-BANCROFT-90th AVE. has lost the last PM trip on weekdays leaving Seminary and Foothill at 6:15 pm.
Route 53-FRUITVALE AVE. no longer has trips leaving E. 14th and Fruitvale at 11:44 pm and 12:14 am on weekdays.
Route 56-SEMINARY has had the first three trips leaving Division 4 in the morning and the first two trips leaving the U.S. Naval Hospital cancelled due to insufficient patronage on Saturdays.
Route 56C-SEMINARY LIMITED has had midday trips between 9:00 am and 3:30 pm cancelled due to insufficient patronage on weekdays.

LAGUNA BEACH TRANSIT (LBT)

LAGUNA BEACH: The city's four new Flxettes, due to arrive later this Fall, will be painted white and blue, a design inspired by the white caps of the ocean according to the winner of the "Color Me Laguna" contest Lorraine Parker, a Laguna resident. The judges were interested primarily in originality of the design and a color scheme that typifies Laguna and they sifted through 45 entries before chosing the winner.

SOLANO BUS COMPANY (SBC)

FAIRFIELD: A Class "A" California Charter Certificate is now being held by SBC. They previously were restricted to operating within a 50 mile radius of Fairfield, it's home base, before purchasing the dormant certificate. Two Silver Eagles were purchased recently (see equipment report) and the join a fleet of Econolines, Checker Aerobuses, and Flxibles.

CALIFORNIA (Continued)

GOLDEN GATE TRANSIT (GGT)

SAN FRANCISCO: The transit division of the Golden Gate Bridge, Highway, and Transportation District announced plans to begin suburban bus operations on December 1st. The first of the District's 132 new buses has arrived (T8H5305A/106) and the remaining units will be following. These include 112 suburban type coaches with 45 reclining seats and 20 transit coaches with 45 transit seats. Though all the coaches will be the same model, there will be a difference in the type of seating. The transit coaches will be numbered 601-620 and the suburban type coaches will be numbered 701-812. In addition the District plans to lease 20 Greyhound buses (9600 series TDM5303's) of which 3 are already on lease. Additional units will be numbered from 496 down. Present Greyhound Marin County commute schedules call for the use of 104 coaches.

Land for administrative and maintenance facilities has been acquired in San Rafael east of the downtown business district at the intersection of State Highway 17 and U.S. 101. In the intervening year required for the construction of the facility, a temporary garage site is to be acquired somewhere in San Rafael. In addition, land is to be acquired in Novato for storage purposes. All operations of the transit division have to date been conducted at and from the administration building located at the toll plaza of the Golden Gate Bridge.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The latest plan for the operation of streetcars during the construction of the Market Street subway west of Church St. is a detour via Market, Duboce, Church, 17th and temporary portals in the vacinity Eureka Valley Station. In spite of resident opposition ot the plan, it has apparently been adopted as the official route. Construction is to begin sometime in March. When figuring out the running time for the new detour, Muni concluded it would add four minutes to the running time of the K-L-M lines. In order to provide the same number of seats in the afternoon peak hour as at present, it would require 10 additional streetcars. Muni then took the position that since subway construction is BART's responsibility and since construction is causing the detour and that the detour is causing the delay, BART should pay for the acquisition of the 10 cars and the operating costs for them during the detour operation. BART's position in the matter was that it wasn't liable for this cost, estimated at $80,000 for 10 cars delivered. BART indicated that it would make no such payment unless ordered to do so by a court order. Nothing more has been heard on this matter though it might be pointed out that Muni could use 10 additional cars even without the detour as afternoon schedules call for the use of 100 cars out of a total available of 105. Quite often equipment repairs tie up more than 5 cars.

In answer to the question, "Where would Muni get 10 PCC cars?" various sources have indicated Toronto and some have even gone so far as to say that it would be the ex-Kansas City cars in Toronto. However, this proposal, like other streetcar proposals, seems to have died on the vine.

CALIFORNIA (Continued)

WESTCHESTER CHAMBER OF COMMERCE

WESTCHESTER: Free bus service through the business district is being sponsored by the Chamber of Commerce on Mondays through Fridays between 11:00 am and 2:20 pm on a twenty minute headway. AIRPORTRANSIT 410, a Flxette, is assigned to this route with outside signs announcing the free ride. The route begins at Airport and Century Blvds. traveling via Century, Sepulveda, Manchester, Truxton, La Tijera, Sepulveda, 98th, and Airport to Century.

SACRAMENTO TRANSIT AUTHORITY (STA)

SACRAMENTO: After Memorial Day of 1972 the STA will begin GRAY LINE tours on a regular schedule. One three hour tour will cover Sutter's Fort, Port of Sacramento, Old Sacramento Historic Area (which is being restored to the 1870 era), the Capitol and other State buildings, and the Govenor's Mansion. The tour will be operated daily during the summer and at least times during the year for groups of eight people or more. The other group tours, one a city tour and the other a city tour plus lunch at a selected restaurant, will be offered. Coaches 324 and 325 (TDH4519's) have been repainted and equipped with PA systems for use on the GLOS service.

PINK BUS LINE (PBL)

BREA: All the PBL coaches are now equipped with Motorola Quadrasound Tape Players mounted above the drivers compartment. PBL's winter schedule beginning September 13 consists of a two hourly schedule using one bus five days a week Friday through Monday and Wednesday with no service offered on Tuesday and Thursday. As beach bound passengers are the mainstay of the route weekend service will continue to be offered. A business office in Buena Park, whose phone number is 522-PINK, has been opened.

GREAT WESTERN STAGE LINE (GWSL)

VAN NUYS: Beginning with a recent purchase of three PD4106 coaches from GREYHOUND LINES-WEST, GWSL has adopted an interesting fleet numbering procedure. Coaches are numbered the same as the serial number (exclusive of the model number) e.g. PD4106/964 is fleet number 964. Equipment previously on the property and numbered in the 300 series are now being numbered in the new pattern.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Last year the county voters approved a tax to be imposed by the Orange County Transit District. A 2 cents per 100 dollars of assessed valuation for any lawful purpose. Assembly Bill 2115 amended that to permit exclusive of any tax levied to meet the bonded indebtedness of the district and the interest thereon. The five member board also had their terms fixed at four years for three members and two years for the other two members effective July 1, 1971. Board members will draw straws to determine their terms. The directors plan to meet with Santa Ana officials about the possibility of integrating the city's new bus system in with the proposed county system.

CALIFORNIA (Continued)

AIRPORTRANSIT (APT)

LOS ANGELES: On August 2nd APT began serving the Holiday Inn-Hollywood located on Highland north of Hollywood Blvd. with 23 daily trips on its L.A. INTERNATIONAL AIRPORT-HOLLYWOOD route.

SIGHTSEEING SAN DIEGO, INC. (SSD)

SAN DIEGO: Now affiliated with the TOWN TOUR FUN BUS COMPANY, SSD is offering tow additional tours for a total of seven. New this year is the HARBOR LAND AND WATER TOUR and the ALL DAY TOUR including portions of the CITY TOUR and LA JOLLA TOUR and featuring a buffet lunch at the Atlantis Restaurant at Sea World. The SSD main pick up point and office is located at the Royal Inn At the Wharf on Harbor Drive. The El Cortez Hotel at 7th and Ash was the former terminal

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Sunday service on Line 7-PICO BLVD. was reduced from 15 minutely to 20 minutely and Line 1-SANTA MONICA BLVD. weekday rush hour headway in the pm was changed from 7 to 10 minutely with Saturday headways changed from 12 to 15 minutely. All these changes became effective on June 21st.

GREYHOUND LINES-WEST (GL-W)

LOS ANGELES: Magic Mountain, the new amusement park near Saugus, has had seven daily trips inaugurated starting on June 23rd. With the end of the summer season, service was reduced on Saturdays, Sundays, and Holidays only starting on September 8th.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Line 10-WEST 48TH-INGLEWOOD PRARIE has been rerouted at its north end in the vacinity of the line's former terminal at 43rd Pl. and Figueroa St. The new route is via Vermont Ave. from 47th St. to Vernon Ave. looping via Vernon, Kansas Ave., 43rd St., and Vermont. This change was put into effect on August 5th on an emergency basis and subsequently was made permanent.

Route and fare details have been completed for the downtown Minibus route, although the inauguration date has yet to be set. The route has been revised from that proposed earlier, extending the north-south loop at both ends. The final route is from a terminal on Temple St. between San Pedro and Los Angeles Sts. via Temple, Los Angeles, First St., the new alignment of Hope-Flower Sts., Flower St., Fifth St., Figueroa St., Seventh St., Figueroa St., Fourth St., Flower St., and Temple to the terminal. This has been disignated, Minibus Loop Motor Coach Line 200. The fare will be a straight 10¢ payable by cash or ticket. The 5¢ fare for blind persons will apply, but there will be no reductions for students or senior citizens. Transfers and Shoppers Passes will not be honored or issued, nor will Monthly Passes be honored on the Minibus Loop. The RTD

CALIFORNIA (SCRTD)

staff had recommended that Monthly Passes be honored, but the Board felt that these should be treated the same as transfers and Shoppers Passes. The Minibuses will be numbered in the 1100 series.

Line 116-COMPTON-LA MIRADA has been extended at its La Mirada end, effective September 13th. This line formerly terminated on the grounds of La Mirada Shopping Center east of La Mirada Blvd., but recent roadway changes have made this arrangement impracticable. The line has been extended eastward along Rosecrans Ave. to share the terminal of Line 117 looping via La Fonda Dr., Ashgrove Dr., Santa Gertrudes Ave., and Rosecrans.

CONVENTION CENTER-PARK/RIDE Line 201 will be established November 1st. Several hundred spaces in the Convention Center parking structure have been reserved for this new service. Line 201 will operate along Figueroa St. between the Convention Center and the Atlantic-Richfield Towers (which will also open November 1st) looping at one end via Eleventh Sentous, Pico, and Figueroa, and at the other end via Wilshore, Flower, Fifth, and Figueroa Sts.

Parking privileges will apply and Line 201 will operate from 7:00 am to 7:00 pm Monday through Friday. During rush hours the line will be operated with the new Minibuses on a 5 minute headway and only the applicable fares will be the special Park-Ride and Share-Ride montly passes and tickets. During the mid-day hours, Line 201 will be operated with regular transit buses and all regular RTD single zone fares will apply. The Park-Ride monthly passes will be sold for $20.00 which will include the parking fee and the same privileges as regular single zone passes. RTD will pay the Convention Center $8.00 per parking space per month. The Share-Ride monthly passes will be sold for $12.00 and will not include parking but will be valid in rush hours on Line 201. Regular monthly pass forms, specially overprinted, will be used in both cases. One day Park-Ride tickets will be sold for $1.25 covering parking and two 30¢ rides on any RTD bus. Round trip Share-Ride tickets, for 60¢, will cover two 30¢ rides on any RTD bus.

In another effort to better serve the Convention Center, Line 49-SAN PEDRO ST-SOUTH FIGUEROA will be rerouted to operate north of 23rd St. via Figueroa instead of Flower St. effective October 10th. Figueroa St. is the principal north-south surface throughfare along the west side of Downtown Los Angeles, but has had no regular transit service between Seventh and Eleventh Streets since the abandonment of rail Line "U" in 1947.

The remains of bus 5610, severly damaged in an accident on April 16th, were authorized to be scrapped for parts on September 7th. The estimated salvage value is $5,000. This is the first loss from RTD's new look fleet, but a few TDH4801's were retired prematurely in recent years after accidents.

The Eastern Cities takeover, September 1st, brought no major unforseen complications. Most service is operated with Flxible coaches 4217-4224, newly painted blue and white, but the 1200's (ex ECT TDH3301's) are also in use. A new herald has been devised bearing the legend "Eastern Cities

CALIFORNIA (SCRTD)

Transit" but also incorporating the regular RTD logo.

Observed painted in the District's livery of Champagne Gold, RTD Yellow and White are: 2026, 2027, 2033, 2102, 2123, 2126, 2148, 5167, 5176, and 5179.

U T A H

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY: Service on Line 5-STATE STREET-EAST 13TH-19TH EAST was revised effective June 1. On the State Street leg, service to the community of Sandy was discontinued. Previously service operated on this leg on a 20 minute headway to 33rd South and State, then hourly to the Midvale area and Sandy area, the same bus serving both communities before returning downtown. On the 19th-East route, the leg was extended southward from Wyoming and Parley's Way to the K Mart. Line 5 night service was extended to operate until 10:00 pm rather than 9:00 pm.

N E V A D A

LAS VEGAS TRANSIT SYSTEM, INC. (LVTS)

LAS VEGAS: Adult Commuter Cards, priced at 20 rides for $6.70 are now available (regular fare being 50¢). The cards can be purchased from operators or at the Lady Luck Casino at 3rd and Ogden, which is the layover point for all routes. February 22nd saw Line 10-UNIVERSITY rerouted in the vacinity of the International Hotel and Boulevard Mall Shopping Center to absorb Line 2-STRIP-LANDMARK-BOULEVARD SHOPPING CENTER. The headway on Line 10 was also adjusted from hourly to ninety minutely.

TRI CITY TRANSIT (TCT)

LAS VEGAS: TCT, a subsidiary of LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. has trimmed service on it's LAS VEGAS-HENDERSON-BOULDER CITY route from nine round trips Monday-Saturday and three on Sundays to three round trips Monday-Saturday with two on Sunday. In addition three daily trips on LVTR's LAS VEGAS-PHOENIX route have been revised to serve the area enroute and from Phoenix.

T E X A S

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: A $24,633 Department of Transportation grant was awarded to DTS to add 31 daily trips to Line 73-SPRING CREEK EXPRESS operated primarily during commute hours between far North Dallas and Downtown Dallas. The expanded service trial program will last for one year. Free rides were offered the first day of expanded operation

TEXAS (Continued)

LUBBOCK TRANSIT CORP. (LTC)

Lubbock: Lubbock, the so-called "Hub City of the South Plains" is a city of some 175,000 which received the major part of its population growth in the years following World War II. Hence, it does not have the long history of public transit that many other Texas cities of similar size do, such as Amarillo, Corpus Christi, El Paso, or Beaumont.

In fact, Lubbock never had a streetcar system. In the 1920's Lubbock's population was only about 15,000. A rudimentary bus transit system was established in the 1930's by the AMERICAN TRANSIT CORPORATION. Texas Tech. University, the largest educational institution in the Western part of Texas, has always served to generate traffic for the city's transit system.

The City of Lubbock recently began subsidizing the transit firm; new equipment, to be purchased by the city, will arrive in 1972. Only two new look buses are now in service. City wide fare is 25¢ with a 2¢ transfer charge. Operators give change and fare collection is via Johnson fareboxes.

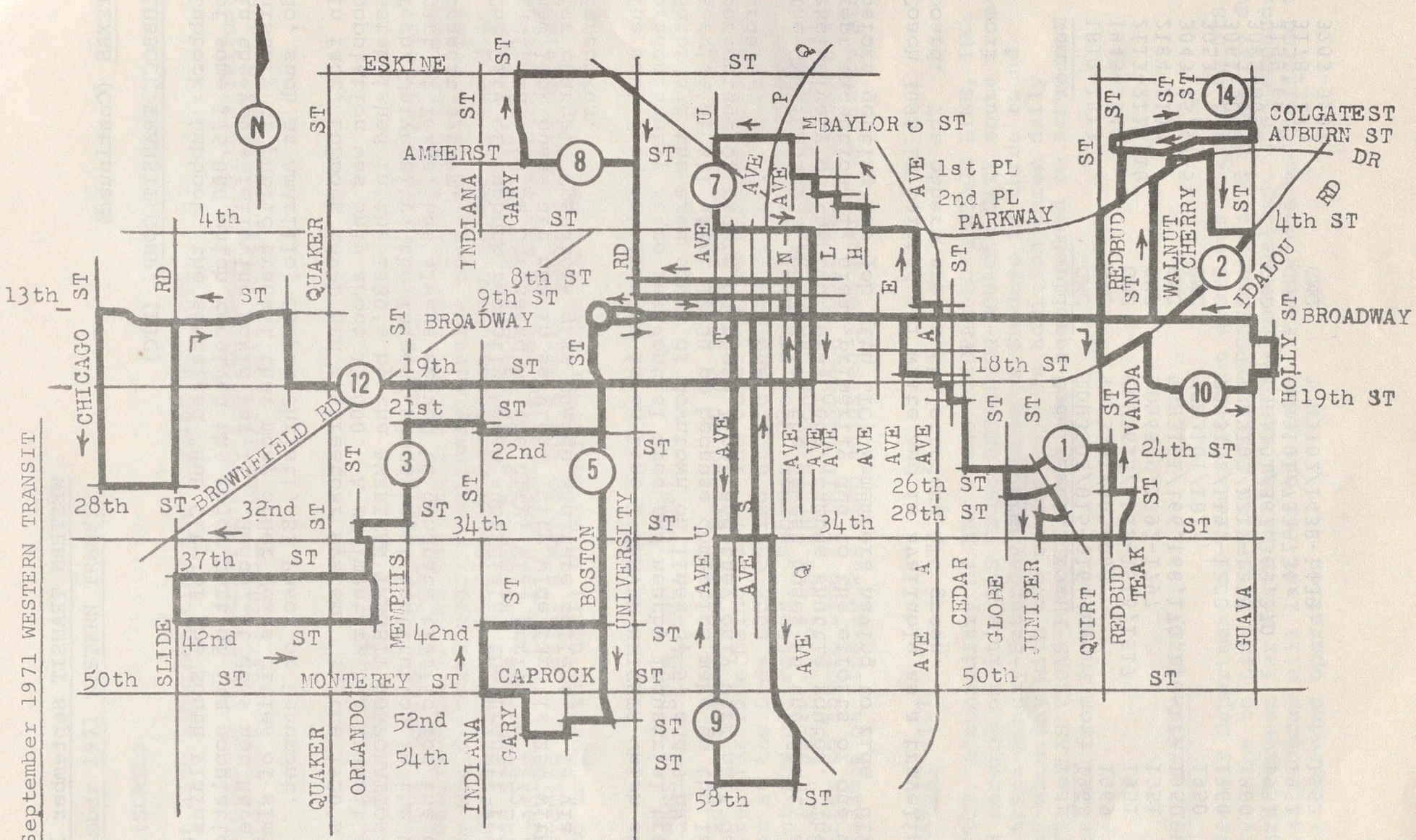
The most frequent service is on Line 1-CARVER HEIGHTS which serves a predominantly Negro residential area and nearby industrial tracts. On Saturdays the area south of downtown on lines 3, 5, and 9 has no bus service at all after 12:30 pm because domestics make up the largest percentage of riders on these lines and they only work half days on Saturdays.

The GMC TDH3301's and 3502's, the newest buses in the fleet, are used exclusively on the two Texas Tech. campus shuttle routes. The fleet is kept exceptionally clean primarily due to the efforts of one woman who, before getting her job with LTC, remembers having to ride "dirty buses."

Coach 3099 is painted all white and is available as a traveling billboard. The others are in the standard ATC green.

ROSTER

Number	Builder	Model/Serial Nos.	Year	Notes
1812-1813	GMC	TDH3502/015-016	1968	
1945-1946	GMC	TDH3301/005-006	1969	26 seats
2113-2116,18	GMC	TDH3612/1512-1515,1517	1951	Ex Austin
2184-2189	GMC	TDH4509/1792-1797	1951	Ex Tucson
3043,45,47-51	GMC	TGH3101/166,168,170,176-179	1950	
3053	GMC	TGH3101/181	1950	Parts
3061-3064	GMC	TGH3102/1197-1200	1960	
3098-3099	GMC	TGH3102/1217-1218	1960	Ex Gulfport
3158,60,61	GMC	TGH3101/367,369,370	1951	
3178-3179	GMC	TGH3101/733-734	1951	Sold
3203-3204	GMC	TGH3102/1438-1439	1962	


N
ESKINE ST
AMHERST ST
4th
13th ST
CHICAGO
RD
QUAKER
INDIANA
GARY
8th ST
9th ST
BROADWAY
19th ST
21st ST
22nd ST
28th ST
BROWNFIELD RD
32nd ST
34th ST
37th ST
SLIDE
MEMPHIS
42nd ST
50th ST
MONTEREY ST
CAPROCK
BOSTON
UNIVERSITY
52nd
54th
58th ST
ORLANDO
BAYLOR
1st PL
2nd PL
PARKWAY
AVE
18th ST
26th ST
28th ST
CEDAR
GLORE
JUNIPER
QUIRT
REDBUD
TEAK
GUAVA
VANDA
24th ST
WALNUT
CHERRY
COLGATE ST
AUBURN ST
DR
4th ST
IDALOU
HOLLY ST
BROADWAY
19th ST
1
2
3
5
7
8
9
10
12
14

TEXAS (LTC)

	MONDAY-FRIDAY				SATURDAY			
	Base	Req	Peak	Req	Before 1 pm	Req	After 1 pm	Req
1-Carver Heights	30	1	15	2	30	1	30	1
2-East Broadway	30	1	30	1	30	1	30	1
3-Texas Tech.-Slide Road	30	2	30	2	30	1	-	-
5-Boston-Monterry m	30	1	30	1	30	1	-	-
7-4th-Hub-Homes	30	1	30	1	30	1	30	1
8-8th-Arnett Benson	30	(A)	30	(A)	30	(A)	30	(A)
9-Oakwood	-	-	30	2	30	1	-	-
10-Thunderbird	-	-	30	(B)	30	1	30	1
12-Redbud-L.C.C.	-	-	(C)	1	-	-	-	-
14-Cherry Pojnts	30	1	30	1	30	1	30	1
		7		11		8		5

No service on Sundays and Holidays
(A) See line 2 for coach requirements
(B) See line 9 for coach requirements
(C) 1 round trip in am, 3 round trips in pm

W A S H I N G T O N

SEATTLE TRANSIT SYSTEM (STS)

SEATTLE: STS has begun a six month program to repaint all 53 trolley coaches in the new system livery of red and grey. These buses, as are the remaining 97 of the 100 series 41-S gas powered Twin Coaches, are painted green and white. The Twins are not now scheduled to be repainted. Control of the STS passed from the Seattle Transit Commission to the mayor and the city council on August 7th after 30 years of administration. The change was made in response to demands that the transit system be more responsive to the public.

METROPOLITAN TRANSIT CORP. (MTC)

SEATTLE: The $54,000 authorized by the Kings County Council to subsidize the MTC bus operations until September 6th covers the following routes:

SEATTLE-AUBURN-KENT
SEATTLE-RENTON
SEATTLE-BOTHELL
SEATTLE-RICHMOND BEACH
SEATTLE-15th AVE. N.W.

If the subsidy is continued until the end of 1972, by which time the question of public acquisition can be answered at the November 1972 election, it could amount to an additional $480,000. STS officials claim that the SEATTLE-BURIAN-NORMANDY PARK-DES MOINES route will have to be added to the subsidized routes.

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 or currency is implied.

Name of Company	Vehicle Nos.	Builder	Model/Serial Nos.	Comments
NEW BUSES				
Contnl. Western Lines	14322-14324	B&C	05GE/8408,9,11	LA-NYC Pool
American - LA Div.	25533-25540	B&C	05SE/8476-8483	
	25541-25542	B&C	05SE/8485-8486	
Greyhound Lines West	1805-1863	MCI	MC7/	47 seat, RR
Calif. Charter Buses	31-32	Crown	A-426-11/36014-15	53 seat school buses
Marin Charter Service	2-3	Ford	Ford 700/Supr.	24/36 seats
Assoc. Charter Buses	1450-1469	Intnl	Intnl 16/Wayne	28/42 seats
	3361-3380	Intnl	Intnl 17/Wayne	44/66 seats
	4610-4649	Wayne	Wayne Pushers	53/77 seats
Eastshore Lines	309	GMC	PD4905/322	
Golden Gate Transit	706	GMC	T8H5305A/106	45 Recliner
USED BUSES				
LA&PR Consol. St. Ry	2801	GMC	TDH4507/1667	Ex-SCRTD6955II
Gray Line of S.F.	320-328	GMC	PD4106/	Ex Carey Tsp.
Aztec Bus Lines	601-602	GMC	TDH3610/277,390	Ex SCRTD 6678 & 6655
	740	GMC	PD4104/1263	Ret frm TTT
	801-802	GMC	TDH4801/-,022	Ex SCRTD -, & 2921
Salt Lake Transp. Co.	Unkn	GMC	PD4106/1502	Ex Franciscan 155
Marin Transit Sys. Inc.	A06	GMC	SDM4501/053	Ex PSS 261
Pink Bus Line	3	GMC	TD4507/152	EX SCRTD 6959II
Smith Charter Service	502	GMC	TDH4801/017	EX SCRTD 2916
	512	GMC	TDH4801/026	Ex SCRTD 2925
	528	GMC	TDM4515/111	Ex GLW 910
Blue & White Bus Lines	Unkn	GMC	TDH4801/035	Ex SCRTD 2934
Vaca Valley Bus Lines	unkn	Twin	TC25/25017	Ex Demo
Sightseeing San Diego Inc.	Unnumb	Mini	MB1D-SS/416	ExTTT 708
Channel Is. Bus Serv.	C717	GMC	GMC4000/Wayne	Ex CCBS
Solano Bus Company	Unkn	Kassb	SE/58105	ExCWL 14712
	Unkn	B&C	01SE/6196	Ex ABL 25715
DISPOSITIONS				
Calif Sghtsng Tours	C5623D	GMC	PD4104/950	To pvt. party
Anaheim Jitney Sys	Unnumb	Mini	MB-701/234	Westwrd Ho Motl
	Unnumb	Mini	MB-701/239	To Grand Hotel
Gldn. State Chrtr Bus Lines	505-506	Crown	A-743-11/35161-62	To United Bus Sales