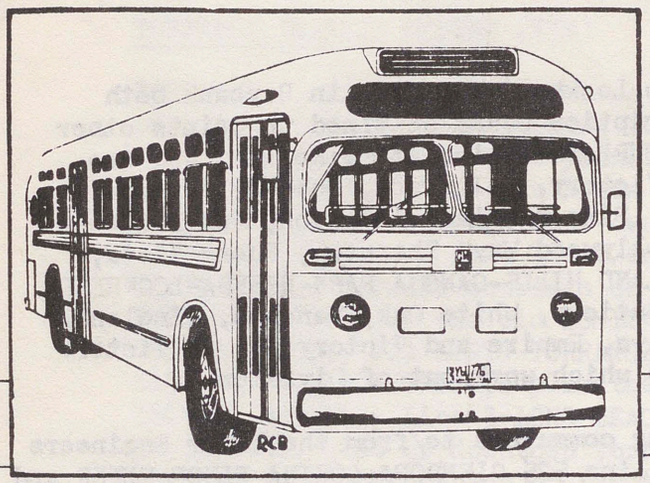


Western Transit

Monthly Publication of The Western Transit Society

Vol. 12 No. 3 March 1974

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: January 20th was designated as "Sunday Sample Day", a one day experiment to allow patrons to ride RTD buses for 10 cents per ride anywhere on the four county system. No transfers were issued, a dime being charged each time you boarded a bus, but Monthly Passes were honored. Despite a rainy day an 81 per cent increase in patronage was recorded with total ridership at 229,563. Based upon the success of the one day trial Los Angeles County Board of Supervisors pledged $575,000 ($25,000 per Sunday) to subsidize the 10 cent rides within the county until June 30th. January 27th was a repeat performance with a 41 per cent increase over the first Sunday. After that the program was to be limited only to Los Angeles County unless the other counties (Orange, Riverside and San Bernardino) chose to subsidize Sunday service. February 3rd saw dime fares only in Los Angeles County, but the following week Orange County agreed to put up $1,100 for each of four weeks to allow residents to ride for a dime. Subsidized Sunday fares for CULVER CITY MUNICIPAL BUS LINES, LONG BEACH PUBLIC TRANSPORTATION CO., TORRANCE TRANSIT SYSTEM, GARDENA MUNICIPAL BUS LINES, MONTEBELLO MUNICIPAL BUS LINES, SANTA MONICA MUNICIPAL BUS LINES and CITY OF COMMERCE MUNICIPAL BUS LINE have also been proposed.

In other efforts to reduce bus fares four different plans have been put forth, costing from $10 to $33 million to subsidize depending upon the plan. First was a plan to slash the number of fare zones from 318 to 80 including doubling the size of the Inner Zone which would be bounded by Fairfax, Manchester, Atlantic and Colorado. Basic fare would remain 30 cents, zones would cost 10 cents and transfers five cents but would include the option to transfer to any of the seven municipal operations in the county. Practically all riders would have a reduction in fares. Three other plans, flat fare of 25 cents, flat 30 cents and flat 35 cents (all believed to include a 5 cent transfer).

Two additional subscription services to downtown Los Angeles were instituted January 2nd. Line 500/501-FULLERTON-BREA-LA MIRADA-FINANCIAL CENTER begins at Orangefair Dr. and Harbor Blvd. and travels via Harbor, Bastanchury Rd., Malvern Ave./La Mirada Blvd., Rosecrans Ave., Santa Ana Freeway, 4th St., 3rd Pl., 3rd St. and Flower St. to 6th. Returning buses travel via Figueroa, 4th St., Santa Ana Freeway, etc. One round trip is operated from Division 9 using a 1000 (T8H 5307A). Line 520-WOODLAND HILLS-TARZANA-UCB FLYER begins at Platt & Victory traveling Victory, Topanga Canyon, Ventura, Reseda, Burbank, Ventura Freeway, Hollywood Freeway, Hope/Flower and 6th to Spring. Westbound buses travel via Spring, 8th, Hope, Wilshire, Flower, 3rd, Harbor Freeway, Hollywood Freeway, Ventura Freeway, Reseda, Ventura, Topanga Canyon and Victory to Platt. Line 520 operates out of Division 8 using a 1000.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Continued

In November two lines were started from Valley points to Lockheed Aircraft in Burbank both using 4300s (111-CD-D06-1). These were the first subscription buses destined to points other than the ARCO Plaza. Line 523-WOODLAND HILLS-LOCKHEED BURBANK begins at Mulholland and Ave. San Luis via Mulholland/Valley Circle, Burbank, Platt, Victory, Fallbrook, Roscoe, De Soto, Parthenia, Corbin, Plummer, De Soto, Devonshire, Balboa, Pinaldi, Laurel Canyon, San Fernando Mission, Golden State Freeway, Sunland, San Fernando, Hollywood Way, Thornton, Buena Vista, Kenmere, Valpreda and Empire to Clyborn. Line 524-WOODLAND HILLS-CANOGA PARK-RESEDA-LOCKHEED BURBANK begins at Ventura and Fallbrook via Fallbrook, Saticoy, White Oak, Vanowen, Vineland, Victory, Hollywood Way, Hollywood-Burbank Airport roadways, Empire and Victory Pl. to Victory Blvd. One peak hour round trip is operated on each line which work out of Division 8.

Three new subscription lines started January 2nd carrying commuters to/from the Fluor Engineers and Constructors, Inc. plants in the City of Commerce. Line 525-GLENDORA-COVINA-FLUOR FLYER and 526-FULLERTON-LA MIRADA-FLUOR FLYER operate out of Division 9 using 1000s. Line 527-HUNTINGTON BEACH-FLUOR FLYER works out of Division 12 with 5500s (TDM 5301s). From Grand and Armstead Line 525 travels via Grand, Arrow Hwy, Barranca, San Bernardino Freeway, Vincent, Glendora, Hacienda, Gale, Pomona Freeway, Pomona Blvd., Garfield, Olympic, Gerhart, Union Pacific, thru Fluor plant, Ferguson, Atlantic and Sheila to Wilma. Line 526 begins at Commonwealth and Ladera Vista via Commonwealth, Harbor, Imperial, Telegraph, Paramount, Santa Ana Freeway, Telegraph, Atlantic, Ferguson, thru Fluor plant, Union Pacific, Goodrich and Sheila to Wilma. Line 527 starts at Huntington Center via center roadways, Center, Gothard, McFadden, Golden West, San Diego Freeway, Seal Beach/Los Alamitos, Katella, San Gabriel River Freeway (off to serve Cerritos Center), Artesia Freeway, Long Beach Freeway, Atlantic, Sheila, Wilma, Washington, Atlantic, Ferguson into Fluor plant.

Additional buses in the chrome yellow and champagne gold scheme: 2160, 2201, 2206, 2217, 2218

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: January 21st saw the beginning of a cooperative transfer agreement between OCTD and LONG BEACH PUBLIC TRANSPORTATION CO. Passengers boarding an OCTD bus pay the standard 25 cents and request a transfer. That transfer is valid for the first zone on a LBPTCo bus with additional zone charges, if any, collected by the LBPTCo operator. In the reverse direction passengers pay the LBPTCo fare to Seal Beach and then can transfer free to OCTD buses. A mass transit system which could include rail service, buses on busways and dual mode buses (able to run on city roads and carried along freeways in special lanes equipped with electrical guidance systems) following the former Pacific Electric right of way through Stanton to Santa Ana and the Santa Fe Railway and Santa Ana Freeway southward to San Clemente; east/west along the Riverside Freeway and north/south the Orange Freeway connecting with the proposed Corona Del Mar Freeway with two possible additions - across Katella from Newport Freeway to Beach Blvd, then south to Huntington Beach; has been proposed by district consultants. Public hearings to discuss the routes and methods of financing have been scheduled. TOWN TOUR FUN BUS COMPANY employees who were operating OCTD routes became district employees on February 1st, the same day the former SOUTH COAST TRANSIT CORP. was purchased (WT 12/73).

SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM (SBMTS)

SAN BERNARDINO: The City of San Bernardino has received a federal grant of $609,108 to assist in purchasing 16 new 40/45 passenger, air conditioned, diesel buses, 18 new fare boxes, supervisory vehicles and related equipment. Ten buses will replace coaches purchased in the 1940/50s (presumably all GMs except for the TGH 3102s) and the remaining six buses will be used to expand SBMTS service.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS reshuffled its entire route structure on January 20th to center its operations on Del Amo Shopping Center (Hawthorne Blvd/Carson St) where a passenger shelter/terminal is in the planning stages. A seven-day-a-week Holiday Special route charging no fare was begun in December running along Hawthorne Blvd. from South Bay Center through Old Towne Mall and into Del Amo and ran until the January changes. There are five lines in the new system. Line 1-LOS ANGELES-TORRANCE-WALTERIA VIA GARDENA consists of the former Gardena routing of former LOS ANGELES-TORRANCE line plus the old LOMITA-WALTERIA line. Line 2-LOS ANGELES-TORRANCE-KETTLER KNOLLS VIA NORTH TORRANCE includes the former North Torrance route of the old LOS ANGELES-TORRANCE plus the Kettler Knolls leg of the former EL CAMINO COLLEGE-KETTLER KNOLLS. Line 3-LONG BEACH-SOUTH BAY is identical to the old Line 3 except it operates west of downtown Torrance to Del Amo instead of South Bay Center. Line 4 RIVIERA ia a combination of the former Line 4 and the El Camino College leg of the former Line 5. Line 5-SHOPPERS SPECIAL is the former Holiday Special route with an extension to give added coverage in the Del Amo and Fashion Square area. Sundays only Line 1 uses the Harbor Freeway between Imperial/Figueroa and 9th/Broadway to enable one bus to maintain a two hourly headway.

SERVICE TABLE - TTS

Color Code	Line	First Bus Wkdy	First Bus Sat	First Bus Sun	Headway Wkdy	Headway Sat	Headway Sun	Last Bus Wkdy	Last Bus Sat	Last Bus Sun	O W Running Time
Red	1	600A	740A	830A	60(3)	60(3)	120(1)	640P	540P	630P	80
Black	2	710A	810A	-	60(3)	60(3)	-	610P	510P	-	75
Blue	3	600A	800A	900A	60(2)	60(2)	120(1)	500P	500P	500P	53
Green	4	625A	-	-	60/120(2)	-	-	615P	-	-	47
Yellow	5	855A	855A	855A	60(1)	60(1)	60(1)	555P	555P	555P	25
		Bus Requirements --			11	9	3				

CITY OF SANTA FE SPRINGS FREE TRAM (COSFS)

SANTA FE SPRINGS: This service, which has operated summers only for the past three years, was instituted on a year-round basis December 15th. Beginning at Los Nietos Park service operates in a large loop including service along Telegraph Road to Sears and K Mart at Painter Wednesday/Friday/Sunday and to Whittier Downs on Tuesday/Thursday/Saturday. The service runs hourly 10 AM/6 PM with a lunch break 1/2 PM. TAYLOR BUS SERVICE received the contract for this operation and is using coach 33, a Crown, A-743-11/35681.

CALIFORNIA BUS LINES (CBL)

RIVERSIDE: Beginning last December 1st CBL eliminated service on Sundays and the six major holidays and reduced the hours of Monday/Saturday service on its MARCH AFB-RIVERSIDE line. CBL departs the Riverside RTD/Greyhound Depot at 720A, 825A, 935A, 1120A, 1230P, 140P, 315P, 445P and leaves March Air Force Base 37 minutes later (except that the 315P trip returns at 410P).

BOB BROWN'S SKI AND SPORT SHOPS, INC. (BBSASS)

The PUC has issued an Interim Order permitting BBSASS to operate from San Pablo and Lafayette to Kirkwood Meadows, Highway 50 ski resorts and Highway 80 ski resorts using one coach, PD4103/517, former GREYHOUND LINES-WEST 9560.

SAN DIEGO TRANSIT CORP. (SDTC)

SAN DIEGO: Sunday service was established on December 2nd on a temporary basis on Lines B-ALLIED GARDENS-NATIONAL CITY, F-SAN DIEGO-COLLEGE GROVE-LEMON GROVE, G-RANCHO BERNARDO and S-COLLEGE GROVE-ALVARADO MEDICAL CENTER-70TH & EL CAJON. Similar Saturday trial service was added on Line B. Line B operates hourly 9AM/6PM, Line F 45/90 between 920AM/700PM, G hourly 730AM/730PM and S half hourly 9AM/7PM. Line O-OCEAN BEACH-SAN YSIDRO has been revised so that all schedules operate between Palomar and Broadway in Chula Vista and San Ysidro via Broadway/Beyer Blvd, Coronado Ave., 30th St., Fern Ave., Beyer Blvd., Poplar Ave., Vista Lane, Cottonwood Road and and San Ysidro Blvd. to the border eliminating service to Palm City and along Del Sol Blvd. Line O-1 IMPERIAL BEACH-OTAY MESA now operates eastward from 25th and Coronado into the Otay Mesa area to takeover the routing along Del Sol and Palm.

LAGUNA NIGUEL COMMUTERS BUS SERVICE (LNCBS)

LAGUNA NIGUEL: The nation's first commuter bus service sponsored by a community developer, in this case Avco Community Developers, Inc., began operating January 7 as "Laguna Niguel's Save The Fuel Pool" began transporting South Orange County residents on five buses from LN (630AM departures) to downtown Los Angeles, Los Angeles Airport, Fullerton/Anaheim, Santa Ana and Newport Beach during commute hours weekdays at fares ranging from $9 to $14 per week. The first two weeks rides were free as Avco assumed the cost. Also on a trial basis a Shoppers Special was planned to depart at 1030AM serving Laguna Hills Mall, South Coast Plaza and Fashion Island at a $2 fare. All service departs from the LN Town Center (Crown Valley Parkway and Niguel Road). COMMUNITY ENTERPRISES, INC. received the contract and PD 4501s and PD 4903s of both PACIFIC SCENIC LINES and COMMUNITY BUS SYSTEM are being used. After a month's operation ridership necessitated dropping the LAX and Newport runs and revising the Shoppers Special to run Wednesday/Thursday/Friday only with its continuation dependent upon use. The three other runs will continue unchanged.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: On November 5 GLW reduced service on the SAN DIEGO-SAN YSIDRO line. The Express route was reduced to a 40 minute headway and the Otay route reduced to hourly peak, two hourly base. The Harborside routing now runs twice daily, one AM and one PM round trip. GLW has requested California PUC approval of a two step 16 per cent increase for passenger fares and express rates to offset increased labor costs (11%) and provide a reasonable rate of return (5%). These increases would be in addition to a 1.36% increase asked for in January to offset higher fuel costs.

JOINT POWERS AGENCY (JPA)

MONTEREY: Effective February 4 JPA established a 35 cent system wide fare (no child fares) with free transfer. Previous fare structure was a 35 cent base fare, 5 cent zone charge to Carmel and 25 cents locally within Carmel with no transfer privilege. On the same day Line 4-CARMEL-MONTEREY was extended deeper in Carmel. Previously operating on a 40 minute headway (extended to hourly five times per day to serve Carmel Point) the line now runs hourly all day which provides better transfer connections in Monterey. Line 4 now serves Peninsula Community Hospital, Carmel Rancho Shopping Center and Carmel Center. Thomas Albert, formerly Administrative Assistant at ORANGE COUNTY TRANSIT DISTRICT has been named Transit Manager for JPA. Twice a day service to Del Rey Oaks, instituted September 1972, is now shown on the Line 9-SEASIDE VIA FREMONT timetable.

PROPOSED INTRA CITY BUS SYSTEMS - PART V

The City of Burbank is talking in terms of a four route, six bus city system running daily on 30 minute headways charging a quarter fare. 44/66 seat conventional buses are planned to be used. Methods of financing the system are under discussion.

Huntington Park has signed an agreement with ALL AMERICAN CAB COMPANY to operate a Dial A Ride system within the city daily except Sunday from 9AM to 6PM using three 14 seat Dodge Sportsman Vans. Fares will be 50 cents for adults and 25 cents for Senior Citizens and children. Patrons can call for service and the radio equipped vehicles will arrive within 20 minutes.

Baldwin Park is now studying ways to provide bus service to needy elderly citizens and the handicapped in the city, perhaps some type of Dial A Ride. The contract with RTD to provide two buses each Thursday charging a dime fare - 147-BALDWIN PK.-NORTHWEST-SOUTHEAST LOOP and 148-BALDWIN PARK-SOUTHWEST-NORTHEAST LOOP (WT 6/73) was terminated on January 18th.

The Placer County Department of Public Works, using state sales tax funds, acquired one new 14 passenger van and was scheduled to start a six route network in the Auburn area on January 21. The six lines are ALTA-AUBURN, SHERIDAN-ROSEVILLE, AUBURN-NORTH AUBURN, AUBURN-FOREST HILL, AUBURN-HORSESHOE BAR and ROSEVILLE EAST-DOUGLAS BLVD.-ROSEVILLE.

DOT has announced a $134,896 grant to the City of Simi Valley to assist in buying three new radio equipped, 45 seat, air conditioned buses to be used in establishing intra city bus service in this Ventura County city.

Budgeting $1.5 million over the next five years Palm Springs planned to begin a 3 route network February 18th. All lines will operate 7AM/7PM daily except Sunday at a 25 cent fare originating at the Smoke Tree Shopping Center on the southside. Line 1 goes from Las Vegas Road on the north to Canyon Hotel on the south serving downtown, Smoke Tree and East Palm Canyon Drive. Line 2 extends from White Water Country Club area to Smoke Tree, The Mall, Sunny Dunes and Mesquite Ave., Line 3 travels from Smoke Tree to Victoria Park, Veterans Tract, City Hall, Palm Springs Mall, Desert Hospital and Las Palmas.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: The rerailing of Twin Peaks Tunnel began on January 13. This project is undertaken every night between 10PM and 5AM during which hours motor coaches will provide all service on lines J*CHURCH, K-INGLESIDE, L-TARAVAL and N-JUDAH. M-OCEAN VIEW now has bus service at all hours between Broad/Plymouth and West Portal connecting with Lines K and L. The ties and metal tie plates are being assembled in the 19th Avenue right-of-way and hauled by flatcar into the tunnel where the new welded rails are to be installed. Along with the Twin Peaks changes full rail service has been restored to Line N with the purchase of eleven PCCs from TORONTO TRANSIT COMMISSION (WT 1/74).

DON SCOTT TOUR COMPANY (Don M. Scott dba)

LAGUNA HILLS: DSTC is seeking a Passenger Stage Certificate to operate between Laguna Hills and Seal Beach Leisure Worlds to Los Angeles Airport, San Pedro and Wilmington Piers using one 9 passenger Volkswagen bus. Frequency would be on an "On Call" basis.

SAN MATEO COUNTY TRANSIT DISTRICT (SMCTD)

REDWOOD CITY: Consultants to SMCTD have proposed the possibility of abandonong SOUTHERN PACIFIC train service on the Peninsula and replacing it with publicly owned bus and rail service. Under the plan rapid transit by rail, probably BART, would be extended from Daly City to Redwood City. Patrons going further south would have bus service. Three dozen diesel buses on rural routes is also envisioned. GREYHOUND LINES-WEST Peninsula Routes B, C, F and M serving all San Mateo County cities would undoubtdly be affected. County voters will be asked to okay SMCTD in the June vote. If approved the district will undertake to establish the bus system. In order to tie in with BART a separate election will be necessary.

THOMAS J. O'NEILL, JR.

UNION CITY: Mr. O'Neill is seeking a PSC between Union City, Newark, Fremont and San Jose and San Francisco. Service would be on a commute schedule basis charging $3.00 round trip fares only using Dodge Maxiwagons. (Service between these points and Oakland and San Jose would be duplicating PEERLESS STAGES, INC. authority).

SEE THE WEST CHARTERS (Robert O. Ernst dba)

WEST LOS ANGELES: STWC is seeking a Class B Charter Party Certificate operating from the West Los Angeles area. No equipment is listed, but the applicant states suitable equipment will be acquired upon granting of the application.

SKYVIEW LIMOUSINE SERVICE, INC. (SLS)

PACIFIC PALISADES: SLS operates between Palm Springs and the Los Angeles Territory in vehicles restricted to a maximum of 7 passenger capacity. Service began in 1969. The firm has applied to relax the restriction to allow operation of 11 passenger vehicles and plans to acquire Stageway coaches if the request is granted. Present one way fare is $10 and SLS is also seeking to increase it to $12.50 each way.

GREAT WESTERN STAGE LINES (BORDERLAND TRANSPORTATION COMPANY dba)

NORTHRIDGE: GWSL is seeking a certificate to operate between Newberry Park, 1000 Oaks, San Fernando Valley and West Los Angeles and South Bay serving Northrop Corporation, Western Airlines offices, Xerox Corporation and the FAA facilities. Fares range from $2.50 to $3 per round trip and $12 to $14 per week. Routes would begin at: Route 12-Devonshire and Canoga, 13-Devonshire and Reseda, 14-Thousand Oaks, 15-Fallbrook and Roscoe, 16-Fallbrook and Roscoe (different routing).

ROBERT M. MERRIFILED

SAN FRANCISCO: Applicant is requesting a certificate to operate between San Francisco/Oakland/Berkeley and the area along State Highway 1 as far south as Esalen Institute (A "Growth" Center), 45 miles south of Carmel. Two 1974 Dodge Vans are proposed to be used with service running Friday and Sunday only -

1201PM	Lv	San Francisco	Ar	830PM	(Includes stops at SF Airport,
400PM	Ar	Esalen Inst.	Lv	430PM	Palo Alto, San Jose, Santa Cruz)
1210PM	Lv	Berkeley	Ar	820PM	(Includes stops at Oakland,
400PM	Ar	Esalen Inst.	Lv	430PM	San Jose, Santa Cruz)

Round trip fares would range between $14 and $20 with no childrens fares sold.

7 * * March 1974 WESTERN TRANSIT

MEETING DATES

Next Meeting - March 10, 7700 PM

Future Meetings - April 14, 700 PM
May 12, 700 PM

Location: Culver City Municipal Bus
Assembly Room
9815 W. Jefferson Blvd.
Culver City, California

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CLUB NEWS

New Member #129 - Robert Hughart, Los Angeles, California

Cool, foggy weather did not dampen the spirits of WTS Members aboard the January 19 Bus Garage Tour III as we visited HOLIDAY LINES (Owner Bob Fawcett was out on the road when we arrived, but the coffee pot was on), ROESCH LINES, EAST VALLEY TRANSIT, SAN BERNARDINO MUNICIPAL TRANSIT SYSTEM, SCRTD DIVISION 13 (where officials at all locations gave the group the guided tour), YUCAIPA BUS SERVICE (Owner Roscoe Deaton was on hand to greet the visitors), RIVERSIDE BUS COMPANY and ABEL CHARTER.

Next Excursion - Bus Garage Tour IV has been set for Saturday April 20, 900AM departure from 7th and Los Angeles Streets, approximate 600PM arrival, $5 fare to visit GOLDEN EMPIRE TRANSIT, ORANGE BELT STAGES, KERN COUNTY BUS SYSTEM, IMPERIAL BUS LINES and KERN TRANSIT CO. (All in Bakersfield) and ANTELOPE VALLEY BUS, INC.

Would a regular WTS Meeting on another day of the week or at a different time enable you to attend? Would a change of meeting location be more desireable? Advise the Business Office your thoughts.

CITY OF TUCSON (COT)

TUCSON: UMTA has granted the city $235,116 toward purchase of 9 new 35 passenger buses and fare boxes to be leased to OLD PUEBLO TRANSIT CO which runs in the west and south areas of the city and presently has a fleet of TGH 3102s and TGH 3501s.

EQUIPMENT REPORT

Company	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Safeway Lines & Tour Co	219	GMC	P8M4905A/421	47 RR
Santa Monica Municipal Bus Lines	(4901-4910	GMC	T8H5307A/1222-1231	
	(4911-4925	GMC	T8H5307A/1207-1221	
USED				
Vancouver-Portland Bus	unkn	Flx/Twin	F2D6V401/51271	LBPTCo 5301
Seattle Metro Transit	unkn	Flxible	F2D6V401-1/51898-99	LBPTCo 5302-3
Gem City Express	5647,55,59	GMC	TDH3610/1174,1171,317	RT 5647,55,59
San Mateo Courteous Tr	701	GMC	TDH3612/998	GMBL 30
Four Winds Transp Co	453	GMC	PD4104/197	CCBS 4507
Desert Stage Lines	101,102	GMC	PD4104/2715,3222	GLW 8529,8650
Antelope Valley Bus	2224	GMC	PD4104/4521	Drahos -
Diablo Stage Lines	1036	GMC	PD4106/1036	GWSL 1036
Great Western Stg Lns	1442	GMC	PD4106/1442	GLW 7860
Culver City Muni Bus Lines	(4512	GMC	TDH4512/372	Tom Helliwell
	(4513-4514	GMC	TDH4519/059,369	ERT 100,103
Guiton Charter Lines	(200	GMC	SDM4501/053	Marin Trnst A06
	(201	GMC	TDH4519/231	LBPTCo 4518
Regional Transit	(4552	GMC	TDH4519/1831	Evanston 343
	(4558	GMC	T6H4521A/189	Evanston 349
	(4562-4567	GMC	T6H4521A/391-396	Evanston 353-58
Arrow Charter Lines	II 1104	GMC	TDM4801/048	ex 497
Airport Transp(Monterey)	305	GMC	TDH5103/537	PSL 118
Aztec Bus Lines	(103-109	GMC	TDH4517/910-915,1798	SMMBL 4559-65
	(807-811	GMC	TDH5105/3337-3341	SMMBL 5109-13
	(905	GMC	TDM4801/056	GLW 9505
	(911-916	GMC	TDM4801/041,043,044, 046,047,049	GLW 9490,92,93 9495,96,98
Town Tour Fun Bus Co	(712	GMC	TDH4801/011	Freedom Bus Ln
	(717	GMC	TDH4512/303	GMBL 34
	(718-719	GMC	TDH4801/201,257	GLOLA 4810,19
	(800	Flxible	HiLevel/10429	GLOLA 77
	(801	GMC	SDM4502/043	LVTR 173
DISPOSITIONS				
San Diego Economy Line	74	GMC	TG(DC)3607/013	Aztec for parts
Aztec Bus Lines	603	GMC	TDH3610/393	Old Town Bapt Ch
Regional Transit	5652	GMC	TDH3610/1173	Faith Bible Ch
General Services Admin	7303	GMC	PD4104/626	For Sale
Safeway Lines & Tour Co	208	GMC	PD4104/1913	For Sale
Orange Belt Stages	118,120	GMC	PD4104/3758,4169	private party
Greyhound Lines-West	7775	GMC	PD4106/1005	private party
Torrance Transit System	336	GMC	TDH4512/1185	Tom Helliwell
Peerless Stages Inc	244	GMC	TDM4512/124	For Sale(Vallejo)
Northgate Transit	40	Mack	C49DT/2402	Destroyed-fire