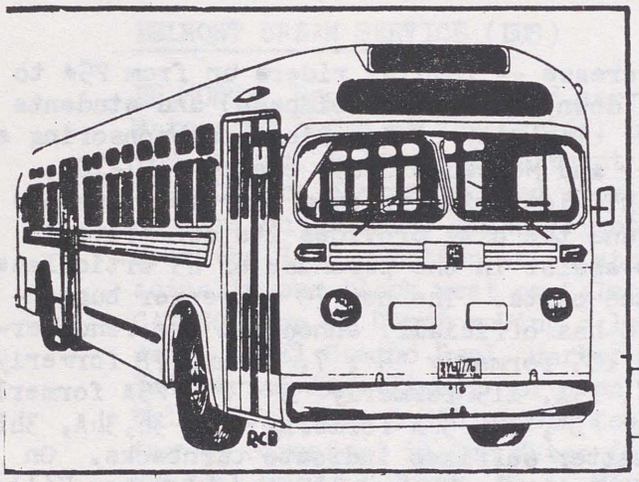


Western Transit

Monthly Publication of The Western Transit Society

Vol. 13 No. 8 August 1975

RIVERSIDE COUNTY TRANSPORTATION PROJECTS

Using a fleet of five 20 passenger air conditioned Fleetwood buses including one equipped for wheelchairs the City of Riverside Parks and Recreation Department is now offering free small bus transportation to Senior Citizens and handicapped persons seven days a week with the restriction that calls for the buses must be made one day in advance in a Dial A Ride fashion.

The WESTERN RIVERSIDE COUNTY TRANSIT AUTHORITY, a joint powers agency under which participating governments would receive transit service under contract with the authority, may begin operations August 15th after ratification by the county and cities of Riverside, Norco, Corona, Perris, Lake Elsinore, San Jacinto and Beaumont. As yet Banning and Hemet declined to join.

The SUN CITY TRANSIT SYSTEM, two routes traveled by two 13 passenger buses on 30 minute headways, has been approved by the Sun City Civic Association and the County and will be running by December. Three buses would be radio equipped and two will have special wheelchair lifts and the terminal for both lines would be the Sun City Shopping Center. A 25 cent fare will be charged and seniors can ride for half fare. Eventually the intra community system will be linked to a proposed county line to Hemet and to Riverside.

A Hemet City Council sub committee was convened to study ways to combat the financial woes of the city's Dial A Ride system and the local taxi firm, HEMACINTO CAB COMPANY. Among suggested alternatives was a plan that the cab firm take over the DAR under contract.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: A new service, 14A-SEAL BEACH LEISURE WORLD-LONG BEACH (dubbed "Shoreline Scenic Route") began operating July 6th. From the Leisure World Main Gate buses travel via Seal Beach Blvd., Westminster Ave/2nd Street, Livingston Dr., Ocean Blvd, 3rd, Pine and Broadway to Long Beach Blvd. A daily half hour headway 800AM-600PM is operated using two buses (5100 series TDH 5303s). In the fall LBPTCo intends to link this line with present Line 14-LONG BEACH-SAN PEDRO which is to be extended to a new terminal in front of the Sky Tower in Ports O' Call. Line 12 has been revised to serve the Queensway Hilton and Line 13 will be revised to turn south on Channel Drive to Coast Highway instead of Bellflower Blvd. Fifteen new buses (See Equipment Report) are now arriving and they feature 42 transit seats, air conditioning, Luminator interior advertising racks. Outside the buses are the regular blue with a powder blue around the front windshield. LBPTCo will begin a "demand" bus service for the handicapped, possibly in October, and bids are now being sought on 6 vans designed to handle up to six wheelchairs.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: July 1st saw both a fare increase and decrease -- regular riders up from 25¢ to 35¢ ($14 Saverpass), Senior Citizens and handicapped down to 15¢ ($6 Goldpass) and students 25¢ with valid identification card ($10 Studentpass). The City of San Diego is sponsoring a Dial-A-Ride program (exact details not yet available) and Mercedes 0309D coaches 101-109, 111 and 112 have been transferred to the city, all SDTC lettering removed but fleet numbers kept. They are stored in the city yard on B Street and the city provides its own drivers. UMTA has awarded SDTC a $5,306,936 grant designed to assist in the purchase of 45 articulated buses, communications equipment, fareboxes and related parts. The new 70 passenger buses are scheduled for use on 4 high capacity lines. SDTC has officially announced the renumbering of all lettered lines as follows: 5, 5A, 5B and 105 formerly "5"; 7, 7A and 7B formerly "7"; 11, 11A, 11B formerly "11"; 14 formerly "C", 15, 15A, 115 formerly "E"; 25, 25A formerly "H"; 28 formerly "K"; 29, 29A, 29B, 29C, 29E formerly "L", 32, 32A formerly "O"; 34, 34A, 34B formerly R and 37 formerly "T". In most cases the letter suffixes indicate turnbacks. On Line E 15 will be the City of El Cajon, 15A the La Mesa turnbacks and 115 the Fletcher Hills service.

AIRPORTRANSIT (APT)

LOS ANGELES: Under an operations contract with the Department of Airports APT has begun operating (July 10th) a new "FlyAway" bus service between the Van Nuys Airport Bus Terminal at Woodley and Saticoy and the Los Angeles International Airport using a fleet of six new Neoplan buses. Buses depart each terminal every half hour except between 130AM and 530AM when departures are 75 minutes apart. Unlimited parking in the terminal's patrolled public parking area costs 50 cents and bus fares are adults $3 one way, $5 round trip and children 2-12 $1.50 each way with those under 2 free. 15 percent of LAX passengers come from the Valley and 85 percent of them used their cars to get to and from the airport and this project which is being underwritten by the Department of Airports is designed to reduce airport congestion and gasoline consumption by providing an alternative to the private car. The six buses (fleet numbers 81-86) have 43 reclining seats, air conditioning, individual overhead reading lights, a four speed automatic transmission, enclosed overhead luggage racks, a baggage rack behind the driver and a clock.

ESCONDIDO CITY TRANSIT (ECT)

ESCONDIDO: ECT began their fourth line on July 7th, 85-COUNTRY CLUB-JUNIPER, after receiving two more Mercedes Benz 0309D buses and hiring five more operators. The line begins at the Escondido Country Club in the north end, proceeds along Country Club Lane and Village Road thru the Escondido Hills to Broadway, south to Mission, west to Escondido Blvd, south to Grand, along Grand to Juniper, east on 9th Ave to Chestnut and south on Chestnut and Juniper ending at Vermont. Free transfers are available to all ECT lines and to NORTH COUNTY TRANSIT SAN MARCOS line at the Country Club.

VENTURA LIMOUSINE & BUS SERVICE (Robert O. Ernst dba) (VLBS)

VENTURA: VLBS has been granted a certificate to operate between points in Ventura County and various attraction points in Los Angeles County and starting June 14 service began and was operated Wednesday and Thursday to Disneyland, Friday night to Dodger Stadium and Saturday and Sundays to Hollywood Park Race Track. Pick up points include Carrows Restaurant in Buenaventura Fashion Center, Wagon Wheel in Oxnard, Love's at the Carmen Road offramp in Camarillo and Howard Johnsons in Thousand Oaks. VLBS has now filed for a Class B Charter Party Certificate to originate charters in the Ventura area and the PUC has assigned TCP 42-B to the case. Equipment includes one 1964 Checker Aerobus and one 1960 GMC PD4104/4821 (former INTERNATIONAL SIGHTSEEING TOURS 105).

BELMONT URBAN SERVICE (BUS)

BELMONT: Regular scheduled service in this mid-peninsula city, located south of San Mateo and north of San Carlos, began Monday June 2nd over four routes. Operated by the City of Belmont, Department of Transportation, the initials of BELMONT URBAN SERVICE are cleaverly used in a stylized logo as "the bus" (lower case letters) which appears on bus stop signs, timetables and the sides of the buses. All lines radiate from the S. P. Station at Ralston and El Camino, though the central layover point is actually one block west on Ralston near 6th Avenue. Routings are: 1-CENTRAL-EAST EL CAMINO from SP Depot making a large counterclockwise loop thru the industrial area south on El Camino Real, Harbor Blvd, Old County Rd & Taylor Way (transfer to SCMT Industrial Area line), north on Industrial Rd, Harbor, Elmer, Ralston, Hiller to Dale View, then south on Old County & Ralston to SP, then north on El Camino to 42nd Ave to Beresford in San Mateo (transfer to SMT Line A), loops back south thru residential area on North, Ross, Middle, El Camino to Ralston. 2-WEST BELMONT from SP north on El Camino via same route as 1 to Beresford, but return loops via North, east to El Camino to Ralston to Christian and Marsten Rds to Skymont Dr, then east via Ralston to El Camino with a detour loop south along Hallmark and Waltham Cross to Wakefield and return to Ralston on Comstock Circle. 3-NOTRE DAME-CHULA VISTA via El Camino, Ralston, Notre Dame, Alameda de las Pulgas to San Carlos YMCA (transfer to SCMT CARLMONT-YMCA line) returning via Alameda, Chula Vista, Ralston to El Camino. 4-CIPRIANI-CARLMONT via El Camino, Ralston, Alameda, Cipriani, Ralston, Davis, Continental Way, Lyall, Lake Rd, Carlmont Dr, Alameda and Ralston. Fare is 25 cents with a 10 cent rate for riders under 18 and over 60. Equipment consists of 5 Mercedes Benz 0309 sixteen passenger diesels, fleet nos 1-5. They are non air conditioned and feature a roller type destination sign box in the upper right hand side of the front window, are equipped with automatic transmission and are well suited to Belmont's hilly, narrow and winding streets. The buses are garaged and serviced at the city Corporation Yard on Sem Lane off the Bayshore Freeway's east frontage road and a stone's throw from Marine World/Africa USA. A service table follows:

			From 6th and Ralston			
			Weekdays		Saturday	
Line	Hdwy	Reqd	1st	Last	1st	Last
1-Central and East El Camino	45	1	540A	625P	1010A	410P
2-West Belmont	60	1	551A	651P	1051A	451P
3-Notre Dame-Chula Vista	30	1	555A	655P	1025A	425P
4-Cipriani-Carlmont	30	1	615A	645P	1015A	445P

TRAVELIER CHARTER, INC. (TCI)

MILPITAS: TCI is seeking two certificates, first, a PSC to operate between Lockheed in Sunnyvale and residential areas of South San Jose with a $1.50 one way fare and a $7.50 weekly fare. The second is to run a service between Gilroy and Lockheed in Sunnyvale on a home to work commute basis. Equipment included in the filing includes

Fleet Nos	Model/Serial	Year	Former Owner
601	PD 4103/527	1951	Commute Service 601
602	TDM 5103/021	1951	Greyhound Lines West 9420
900	PD 4104/3126	1958	Greyhound Lines East 6976
905	PD 4104/4529	1960	Greyhound Lines West 7551
910	PD 4104/2648	1957	
915	PD 4104/3182	1958	Vaca Valley Bus Lines 253
920	PD 4104/2836	1957	Greyhound Lines West 8568
925	PD 4501/719	1955	Greyhound Lines West 9033
930	PD 4501/538	1955	Greyhound Lines West 9030
935	PD 4501/198	1954	Greyhound Lines West 9041

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The Public Utilities Commission has authorized calling for bids for 25 six cylinder 30 passenger buses to be used initially on Lines 85-DOWNTOWN SHOPPERS SHUTTLE, 86-MISSION SHOPPERS SHUTTLE and 88-PUBLIC HOSPITAL SHUTTLE replacing larger buses. Eventually 125 small buses may be acquired. List of MUNI repaints in the new sunset glow, California poppy gold and white (in the order of painting) include 5001, 3178, 3319, 3264, 3083, 3051, 3268, 5002, 3211, 3381, 3013, 3117, 3010 and 3341. The new John M. Woods Division at 22nd and Indiana began operations on Sunday July 6, 1975 and Ocean Division ceased operations at the same time. Woods operates daily, however, on weekdays only, certain runs are designated to operate from either Potrero Division or the new 17th and Folsom Yard. Lines 16, 66, 71, 72 operate from the upper yard of the Potrero Division and certain runs designated FOLSOM will pull out from the 17th & Folsom Yard in the morning peak and will pull in into Woods Division after the morning peak for fueling and servicing. In the afternoon the buses will pull out of Woods, pull into Potrero lower yard to have the vaults pulled at the end of the run and will then pull into 17th and Folsom. On the site of the former Ocean Division (which has been razed) will be the new Muni Metro Center which will service and store the newlight rail vehicles. The center will be completed in two phases, each taking nine months to complete. The overhaul shop will be first and then the Elkton Shops will be demolished to make room for storage tracks. Present plans call for delivery of 21 LRVs this winter and these will be tested and receive a basic shakedown while similar Vertol cars are being built for Boston. Necessary modifications can then be made on the remaining 79 cars. The LRVs will be numbered 1200-1299. A third trolley coach prototype may arrive from Flyer Industries prior to the remaining 342 units to be delivered starting in November and these coaches will be numbered 5003 up.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS began their Los Angeles International Airport on July 7th using one of their new Fleetwood buses. City officials indicate 45 passengers a day at the $3.00 one way fare are needed to break even and that the experimental period, originally to be 60 days, may be extended another month to get a more accurate passenger count.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The Richmond Dial-A-Ride operation will be abandoned September 5th primarily because of the high cost of operation in comparison to revenue generated (net operating loss per passenger averaged $3.64) and the availability of fixed routes in that area. On July 20 hours of operation were reduced from 5AM/1159PM to 600AM/800PM weekdays and weekend operation abandoned. The cut down TDH 4517s (700-712) used in D-A-R are scheduled to be transferred to Lines 7-ARLINGTON-EUCLID, 17-BROADWAY-CHABOT, 53-FRUITVALE AVENUE and 91-CASTRO VALLEY. Interzone fare charges on East Bay local lines were eliminated July 1st with a flat quarter then being charged, but the interzone charges still apply on intercity express lines and transbay lines. Local service in Concord will begin September 8th with seven basic lines operating 530A/730P weekdays and 1000A/500P Saturdays. Commute hour service will be oriented to BART/Concord with midday and Saturday operations serving Sun Valley Shopping Center. A 25¢ fare will be charged with reductions for senior citizens and the handicapped.

SEPTEMBER 1975 WTS MEETING LOCATION WILL BE AT THE HOME OF WTS GENERAL MANAGER MICHAEL CAMPBELL, 128 NORTH CATALINA STREET, #7, LOS ANGELES, CALIFORNIA. THIS IS THREE BLOCKS FROM FIRST AND VERMONT AND EASILY ACCESSIBLE FROM RTD LINES 42, 44, 65 AND 95. DUE TO ITS UNAVAILABILITY THE MEETING ROOM OF CULVER CITY MUNICIPAL BUS LINES HAS CEASED TO BE THE REGULAR WTS MEETING LOCATION. MEETING TIME 700PM AS USUAL.

AIRPORT LIMOUSINE (MONTEREY) (Airport Transportation Company dba)

MONTEREY: AL, which presently operates between Monterey County Airport and nearby points including Monterey, Pacific Grove, Carmel, Fort Ord and Salinas is now seeking authority to extend service to Carmel Valley. AL has a fleet of sixteen including 1 TDH 5103, 1 PGA 3301, 4 Checker Aerobuses and a variety of small van type vehicles.

FALCON CHARTER SERVICE (FCS)

SAN FRANCISCO: FCS operates commute service between downtown San Francisco and Foster City on the peninsula and east of Belmont and San Mateo and not serviced by GREYHOUND LINES-WEST San Francisco Bay Area Commute Region (SFBACR) routes. 8 trips inbound in the morning and outbound in the evening are operated over the following series of routings: AM FOSTER CITY TO SAN FRANCISCO- Gull and Beach Park via Gull, Beach Park, Shell, Bounty, Foster City Blvd, East Hillsdale, Edgewater, Beach Park, Altair, East Hillsdale, Highway 101, Interstate 280, 6th Street, Folsom, 3rd Street, Kearney, Jackson, Battery, California, Davis, Beale and Howard to Spear. AM FOSTER CITY TO SF VIA CIVIC CENTER-same route to SF via Highway 101, Central Freeway, Golden Gate, Larkin, Bush, Kearny and regular route. PM SAN FRANCISCO TO FOSTER CITY-Columbus & Kearny via Columbus, Montgomery, New Montgomery, Mission, 6th, Interstate 280, Highway 101, East Hillsdale, Altair, Beach Park, Edgewater, East Hillsdale, Foster City Blvd, Bounty, Shell, Beach Park and Gull to Beach Park. PM CIVIC CENTER TO FOSTER CITY-Polk & Golden Gate via Golden Gate, Larkin, Bush, Montgomery and regular route. PM FOSTER CITY VIA 3RD AVENUE-same route from SF via 101 to 3rd Ave., thence via 3rd Ave, Foster City Blvd., East Hillsdale, Gull, Beach Park, Shell, Bounty and Foster City to East Hillsdale.

REDWOOD CITY MUNICIPAL TRANSIT (RCMT)

REDWOOD CITY: A sixth line, FAIR OAKS, was added in October 1974 serving the south central portion of town, paralleling and overlapping the MARSH MANOR line to the east. From SP Depot the line travels Middlefield, 5th Ave, Edison Way, Fair Oaks, 14th Ave and Marsh Road to Fair Oaks where transfers can be made to MENLO PARK CARRIAGE AUTHORITY's MARSH ROAD line. Return to town is via Fair Oaks, San Benito, Oak, 8th, Middlefield, 5th and El Camino Real. As with all RCMT lines leaving times from SP Depot are on the hour and half hour 600AM-630PM weekdays and 900AM-530PM Saturday. Two new 27 Passenger Fleetwood Model FL-TBIAs were added to the fleet in late March. They are Ford powered (as are the Gilligs), propane fueled and equipped with electro-mechanical "Retard-O-Brake" engine brakes which are controlled by a hand lever mounted on the right hand side of the steering column. Meanwhile the seven 25 passenger 1972 Gilligs which complete the roster are also being fitted with Retard-O-Brakes (hand lever by left hand side driver's window) and have been renubered in a scheme which defies explanation from 401-407 to 4010, 4028, 4036, 4044, 4051, 4069 and 4077 respectively, by adding a fourth digit (apparently selected at random) to the existing fleet numbers. The new Fleetwoods are numbered 4085 and 4093. 4085 is builders serial no. 1011.

CHULA VISTA CITY LINES (CVCL)

CHULA VISTA: August 11th brought a number of changes to CVCL bus routings. Lines A1 ROHR-HILLTOP-MELROSE and A2-ROHR-HILLTOP-OLEANDER were extended to 3rd Ave & Palomar and there is now two directional service along Hilltop, Melrose, Main and L. Line B-TELEGRAPH CANYON ROAD-BONITA operates every two hours to and from Bonita and includes service into the Community Hospital while Line C-THIRD-NAPLES-SOUTHWESTERN COLLEGE goes to Rohr and operates to and from the college every hour with one way service inbound along Gotham and Buena Vista.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Orange County Superior Court Judge Mark A. Soden ruled on August 13th that OCTD's Dial-A-Ride services, 110-LA HABRA DIAL A RIDE and 110-ORANGE DIAL A RIDE, must either be abandoned or the district must decide to purchase YELLOW CAB COMPANY OF NORTH ORANGE COUNTY. YCC's lawsuit contended that DAR violated a Public Utilities Code section prohibiting a public agency from diverting passengers from an already existing transit system (Ed. Note - the question of whether or not a taxicab company is a transit system is being argued in many quarters, exclusive of this case, at the present time). OCTD officials were given 120 days to determine their next course of action.

SOUTHERN CALIFORNIA COMMUTER BUS SERVICE, INC dba Com Bus

LONG BEACH: COM BUS is seeking to acquire from GOLDEN STATE CHARTER LINES and LEISURE SIGHTSEEING & CHARTER CO (Palm Springs Sightseeing & Charter Co. dba) their Passenger Stage Certificate which covers certain home to work commute services now being operated by GSCBL and LSCC between points in the vicinity of the Los Angeles International Airport and points in Los Angeles, Orange and Ventura Counties. COM-BUS maintains that it organized, marketed, developed and generated the routes now used by these carriers. Several months ago COM BUS filed a complaint with the PUC against Garlene Zappitelli, a budget data clerk at TRW Systems Group, Inc., who was driving eight or ten co-workers from Orange County to their work in Redondo Beach in her 12 passenger van and charging $8 per week per person. COM BUS had a certificate between the same points and charged a $11.50 weekly fee and COM BUS alleged that the $8 was compensation therefore making her operation that of a passenger stage corporation and subject to PUC jurisdiction. The Commission ruled that the Zappitelli car pool was in fact a passenger stage and subject to PUC jurisdiction. The commission then levied a $500 fine which was suspended providing she complies with new guidelines for operating private car pools. The rules are that (1) the van can have a maximum seating capacity of nine thus limiting car pools to small vans or large ones with part of the seats removed or blocked, (2)the van car pool can be operated only by the owner between home and work, (3) the owner-driver must pay his proportionate share of expenses and (4) no compensation is to be paid except a proportional reimbursement for the specific expenses of gasoline, parking, repairs and tolls. After the PUC's decision had been handed down the California Department of Transportation filed a Petition for Rehearing in the matter and requested that guidelines be set out for the regulations of van pools. At this time the reharing, if one is to be held, has not yet been scheduled.

EVANS AIRPORT SERVICE, INCORPORATED (EASI)

NAPA: EASI is seeking a PSC to operate between Napa and the San Francisco International Airport with one stop in Vallejo. The application states that the service is presently being operated contract. The route would be: From 1521 3rd Street, Napa via Highway 29, American Canyon Road, Flosden Road, Highway 37 (or Sears Point Road), Interstate Highway 80 into San Francisco and Highway 101 to the Airport. Fares would be $7.50 per person one way with four round trips scheduled daily using two 1975 Plymouth Voyager vans. Donald F. Evans, president of EASI, drove charter buses for Pettersen Bus Company for four years, then went to work for the Napa Valley Unified School District and is now Supervisor of Transportation of same (72 buses).

PLAZA APARTMENTS, INC dba Shelter Creek Apartments

SAN BRUNO: PAI is seeking an increase in passenger fares of from 25 cents to 35 cents for the service it operates on a non stop basis only for Shelter Creek Apartment residents from San Bruno to the BART Station in Daly City.

OLD PUEBLO TRANSIT COMAPNY (OPTC)

TUCSON: The city and OPTC have finally worked out an agreement whereby the city will be permitted to operate TUCSON TRANSIT SYSTEM buses into OPTC territory downtown in the downtown area to better serve the Community Center. In return the city will request federal money to purchase ten new 35 passenger buses. The new downtown routing which will result will drastically alter the present downtown loop system. Current Arizona state law prohibits subsidizing a private company, but the city desires to pay OPTC to provide service to the south and west sides of Tucson at the same level TTS provides to the east and north sides. A court decision is now awaited as to whether the city can "contract" with OPTC to provide the desired bus services.

INTERNATIONAL MONORAIL (IM)

EL PASO: The El Paso-Juarez monorail project has been side tracked once again as the Ford Motor Company withdrew its support of the system due to economic restraints on the company. Ford had been contracted to finance and install the international monorail. The planned monorail of 1.8 miles would run between terminals on the west side of San Jacinto Plaza in El Paso and near the downtown bull ring in Juarez in two and one half minutes with no stops at the border. Customs agents will be in the two terminals on either side of the border.

CALIFORNIA-NEVADA GOLDEN TOURS, INC. (CNGT)

RENO: CNGT has been granted additional operating authority by the Interstate Commerce Commission to its present interstate special operations and charter authority. The new certificate authorizes that all of Santa Clara County (San Jose and surrounding areas) is now a point of origin in addition to points in San Francisco, Sacramento, Alameda, San Mateo, Contra Costa and San Joaquin Counties, California. Secondly, destination points were expanded to include all points in Carson City, Washoe, Douglas and Storey Counties, Nevada. CNGT has been engaged in interstate special and charter operations from Bay Area points to the Reno-Lake Tahoe area since January 1968 and last year transported in excess of 100,000 passengers to Northern Nevada in its special operations services alone. The firm also conducts daily sight seeing tours and charter bus operations in the Reno-Lake Tahoe area under the name GRAYLINE SCENIC TOURS.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND: The TRI MET Board of Directors has approved a $42,464,532 budget for the 1975-1976 fiscal year which includes one fifth financing to purchase 100 new air conditioned buses to be used to expand transit service. UMTA has recently awarded TRI MET a grant for the remainder of the purchase price. TRI MET is now seeking the approval of the Multnomah County Planning Commission for a 15.7 acre bus storage and maintenance center at 9710 SE Powell Boulevard which facility could handle up to 250 buses

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PUBLICATION STAFF

Editor	Edmund Buckley	Reporters	Eugene Caywood
			Filip Nye
Senior Staff	Bob Burrowes		Henry Leinbach
	Jack Perry		Cedric Whithorne
	Robert Higginbotham		Todd Terpening
	Warren F. Quon		Allen Copeland
	John McKane		Cameron Beach

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
City of Walnut Creek	-	Transcoach	2211S/7003-06	19psgr,AC
San Luis Obispo Transit	-	Transcoach	2211/7009,19,20	23psgr
City of Arcata	-	Transcoach	2212/7021-23	21psgr
Orange County Transit	721-744	Transcoach	2221/7025-7048	19psgr,AC
Belmont Urban Service	1-5	Mercedes	0309D/-	16fwd facing seats
Union City Transit	1-4	Mercedes	0309D/-	18fwd facing,AC
Santa Clara County Transit	(400-533	Twin	TC25B/25604-25737	
	(534-537	FMC	unkn, "Handy Bus"-11 seats and 5 stanchions for securing wheelchairs door and folding ramp for wheelchair loading behind regular door.	
Redwood City Muni Transit	4085,4093	Fleetwood	FL-TB1A/1011,-	27 seat
Santa Cruz Metro Transit	(809-810	Fleetwood	FL-TB1/1020-21	25 seat,propane
	(828-830	GMC	T6H4523N/962-964	
	(831-833	GMC	T6H4523N/1239-1241	
	(834-836	GMC	T6H4523N/1431-1433	
	(837-839	GMC	T8H5307A/2715-2717	AC not installed
Long Beach Public Transp	4201-4215	GMC	T6H4523A/1502-1516	42 seaters
Greyhound Lines-West	2361-2417	TMC	MC8/-	43recl, autom
Roesch Lines	428	MCI	MC8/S11452 U30944	47,RR,stick
FlyAway Service (LAX)	81-86	Neoplan	N214/752845,-752847, 752846,-,-	43,recl,auto
USED				
Northgate Transit Co	(110	GMC	TDH3612/060	Tri Met 110
	(229	GMC	TDH4507/1437	AC Transit 1790
Town Tour Fun Bus Co	II708	GMC	TDM4801/051	Pink II 9
Great Western Stage Lines	6684	B&C	01SE/6684	CBS 11739
DISPOSITIONS				
San Francisco Muni Rwy	2224,2337,2401	Mack	CH9DT/1278,1995,2035	to pvt party
	2424,2431,2433	Mack	CH9DT/2058,2065,2067	"
	2438,2440,2452	Mack	CH9DT/2072,2074,2086	"
	2454,2459,2465	Mack	CH9DT/2088,2093,2099	"
	2501,2510,2515	Mack	CH9DT/2250,2259,2264	"
	2524,2525,2531	Mack	CH9DT/2273,2274,2280	"
	2539,2542,2544	Mack	CH9DT/2288,2291,2293	"
	2547,2549,2611	Mack	CH9DT/2296,2298,2351	"
	2633,2644,2645	Mack	CH9DT/2373,2384,2385	"
	2648,2666,2669	Mack	CH9DT/2388,2406,2409	"

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MEETING DATES: September 14, 1975 - 700PM - 128 North Catalina, #7, Los Angeles
October 12, 1975 - 700PM - 936 South Genesee, Los Angeles

Assembly Room at Culver City Municipal Bus Lines is no longer available for use as a meeting room and it presently appears we will be meeting at Lazear Israel's home on South Genesee for the next several months beginning in October.

Business Address - P. O. Box 46402, Los Angeles, CA, 90046
Editorial Address - 1148 West Civic Center Dr., #4, Santa Ana CA 92703