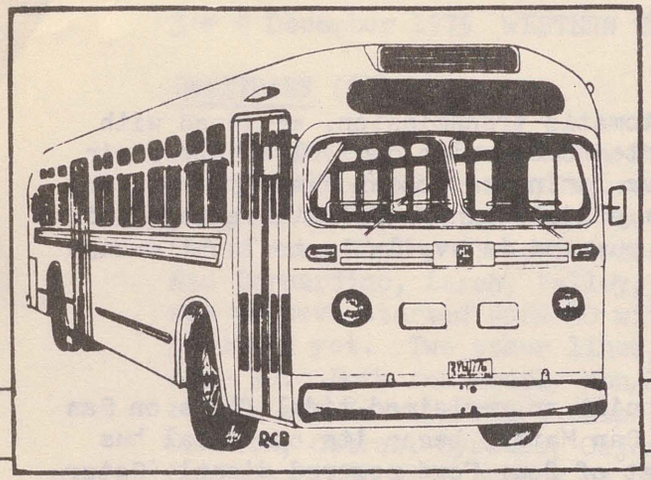


Western Transit

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SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: SVT began a new line on November 11th - C-CHATSWORTH. From Los Angeles and Yosemite Avenues buses loop via Yosemite, Katherine, Stow, Los Angeles, Kuehner, Santa Susana Pass Road, Rocky Peak Road, Simi Valley Freeway, Topanga Canyon, Devonshire, De Soto, Chatsworth to Topanga Canyon connecting with RTD Lines 151 and 158. The Kuehner Drive leg of Line B was absorbed by the new C and B now deviates from Cochran St via Tapo, Township and Tapo Canyon as does Line A. Service is provided Monday thru Saturday from 700AM until 700PM on an hourly headway using one bus. System wide fare is 25 cents with persons over 60 ten cents and those under 6 free on the Exact Fare System. Buses are operated by CAL COAST CHARTER under contract with the city. SVT's transit plans, subject to UMTA approval, include purchase of ten more buses over the next two years, additional lines within the city, 30 minute headways to Chatsworth and eventual service to Moorpark and Thousand Oaks. SVT's new buses (See Equipment Report) feature 41 bucket seats on pedestals, side facing seats over all 4 wheelwells, small crosswise package racks between front side seats and first crosswise seat, 2 way radio tuned into city frequencies, FM radio, push rear doors and Keene fareboxes.

MILLBRAE SUNLINERS (MS)

MILLBRAE: Local transit returned to this San Mateo County community after a 25 year absence on Saturday September 13. Located between San Bruno on the north and Burlingame on the south the city had not had bus service since cessation of MILLBRAE YELLOW TRANSIT which was owned by the local Yellow Cab operator and lasted for about six months in 1950. The new city sponsored, SB 325 funded service was launched as a community project with the name "Sunliners" selected as the winning entry in a contest. The start of service was widely publicized in a special edition of the "Millbrae Sun" newspaper which included not only route maps and schedules but also numerous photographs and complete technical specficiations of the four Mercedes Benz 0309Ds which comprise the fleet. Free service was offered thru October 4 after which the regular 25 cents (free for seniors and children under 6) fare went into effect. Operation is under contract to AIRPORTRANSIT which also operates BURLINGAME TRANSIT and SAN CARLOS MUNICIPAL TRANSIT and the buses are garaged and serviced at APT's base on Lang Road adjacent to Bayshore Fwy in Burlingame along with BT's Minibuses. The system consists of 3 lines, each using 1 bus and departing from the Millbrae S. P. Depot (California Dr and Irwin Pl) in the southeast corner of town every half hour 630AM/530PM weekdays and 930AM/500PM on Saturdays with no Sunday service offered. The lines are large loops covering various sections of the city as follows: A-EL CAMINO REAL-MILLBRAE MEADOWS serves North Millbrae including the busy El Camino Real corridor, Capuchino High, Lomita Ave, Crestview Dr, Helen Ave and Civic Center. B-HIGHLANDS-SILVA RANCH serves central and north Millbrae including Mills High, Hillcrest Blvd, Skyline Blvd, Recreation Center, Laurel Ave, Capuchino High and El Camino Real. C-VILLA TRACT & MILLS ESTATES serves southern Millbrae including Old Bayshore Highway, Mills High, Millbrae Ave and Murchison Dr. Free transfers to BURLINGAME TRANSIT are offered at the S. P. Dept.

MILLBRAE SUNLINERS Continued

The four Merceds Benz 0309Ds are diesel powered with automatic transmission, equipped with electric retarder brakes on the drive shaft and are painted cream with dark blue belt strip around the windows and below the rub rail. Nos. 1-3 have laminated wooden seats and are non air conditioned while No. 4 is a "deluxe" coach with air conditioning and leatherette cushion seats with folding armrests. It is used as the standby bus and is available to local groups for charter thru the city's Recreation Department.

FOSTER CITY TRANSIT (FCT)

FOSTER CITY: This marina oriented shoreside community built on reclaimed tidal flats on San Francisco Bay east of the Hillsdale section of southern San Mateo, began its own local bus service over 3 routes on September 22, 1975 using a fleet of four Ford powered diesel (Caterpillar) fueled Fleetwood FL TB-1s. Painted an attractive light blue and white and sporting Foster City's sailboat emblem, they are of the single width two door body configuration with the entrance door behind the front axle and exit door behind the rear axle. The buses are also equipped with electro mechanical "Retard-O-Brakes". Fare is 25¢ for adults and 10¢ for children and Seniors and transfers are exchanged with SAN MATEO TRANSIT Lines A, B and N at Hillsdale Shopping Center and lines N and V at points where they join and leave Hillsdale Blvd. The 3 lines are: A-HILLSDALE-EDGEWATER connecting Hillsdale Shopping Center (San Mateo) with the western section of Foster City via E. Hillsdale Blvd and a loop including Beach Park Blvd, Port Royal Ave and Edgewater Blvd., B-HILLSDALE-BEACH PARK connecting Hillsdale with central and eastern Foster City via E. Hillsdale looping thru Shell Blvd, Beach Park Blvd, Foster City Blvd, Marlin and Gulf Aves and serving the Recreation Center, Civic Center and the Marlin Cove and Port O' Call Shopping Centers, C-EDGEWATER-BEACH PARK is merely a combination of A and B route loops within Foster City. A Service Table follows:

			Mon - Fri		Saturday	
Line	Headway	Req'd	First	Last	First	Last
A	30 min.	1	600AM	630PM	1000AM	600PM
B	45 min.	1	600AM	645PM	945AM	600PM
C	45 min.	1	1000AM	530PM	745AM	530PM

COOK'S CHARTER BUS SERVICE (CCBS)

LOS ANGELES: The PUC has granted CCBS authority to increase fares on its service between 29 Palms Marine Corps Base, Palm Springs, Los Angeles, San Diego and intermediate points. PUC staff studies indicate CCBS would lose $9460 this year at present fare levels, but upon institution of the new fares this loss will be reduced to $800. Typical fares will be: Marine Base to San Diego - $9.25 to $11.10, to Los Angeles - $7.50 to $9, to Plam Springs, $3.90 to 4.30. At this time bus service is being operated on weekends to and from the Marine Base.

RIVERSIDE COUNTY TRANSIT HAPPENINGS

The Indio City Council will seek federal funds to pay 80 per cent of the cost of 3 buses for a city bus system which might begin in Spring 1976. Other expenses would be paid thru state transportation funds received by the city and thru bus fares. The basic fare would be 25¢. A major potential traffic generator for the bus system - the Indio Fashion Mall - has just opened and it is likely the buses would be oriented to this trade center. The Norco City Council has reviewed proposals for creating a daily bus service within Norco and a committee studying the problem has indicated a Dial A Ride system is the best solution for the city. The city has more traffic generators than one might expect, the Narcotics Rehabilitation Center, one large and a small shopping centers along Hamner Avenue and just across the line in Corona is another large shopping area.

RENEW NOW FOR 1976 - DO NOT MISS ANY ISSUE OF WESTERN TRANSIT - CONTACT BUSINESS OFFICE

OMNITRANS (OT)

SAN BERNARDINO: A new line, FONTANA-BLOOMINGTON, was started March 31 operating hourly 650A-650P Monday/Saturday and 650A-350P Sunday with 1 bus. From Sierra Shopping Center in Fontana the routing is a one way loop via Sierra, Slover, Laurel, Santa Ana, Maple, Slover, Spruce, Jurupa, Oak, 10th, Maple, 8th, Cedar, Hawthorne, San Bernardino, Larch, Valley, Alder, Marygold and Sierra. A new SOUTH FONTANA line was to have started June 30 with an adjustment on NORTH FONTANA, but this has not occurred yet. Two other lines, YUCAIPA-REDLANDS began April 21 and YUCAIPA-CALIMESA June 30. Both run hourly Mon/Sat 7A/7P and Sunday 7A/4P. The Redlands line starts at 4th and Yucaipa via Yucaipa, Crafton Hills College roads, Campus Dr, Sand Canyon, Crafton, Citrus, Cypress, Cajon, Fern, Eureka, State, 1st, Redlands to Orange. The Calimesa line also begins at 4th and Yucaipa via Yucaipa, 3rd, Ave H, 5th, Ave J, Calimesa, County Line, 2nd, Ave L, California, Ave H, Fremont, County Line to Mesa Grande and return, Douglas, Ave L, Myrtlewood, 5th, Sandlewood, 7th, County Line, Calimesa, Ave J, 5th, Ave H, 3rd and Yucaipa. WVTSA will rent a large bus from SBTS to replace the Mercedes usually assigned to the MONTCLAIR line to handle the crowds expected to use the service and the Mercedes will be used as a back up on the UPLAND-ONTARIO line. WVTSA is contemplating purchase of some 30 passenger buses to accommodate its growing passenger loads. The County of San Bernardino has been advised by RTD that unless an agreement can be reached on a subsidy for operations within the county present service in Upland on Line 60G, Line 194 service into Chino and local service along Holt Boulevard may be discontinued with only Ontario Airport and San Bernardino station continuing to be served locally. SANBAG Executive Director Wes McDaniel suggested it would be in the county's best interest to contract for the service, that Montclair Plaza be considered the focal point for all transit services and that WVTSA should examine extension of Line 14-UPLAND-CALIMESA to Montclair Plaza rather than Indian Hill Village. Discussions between the various political entities is continuing over selection of a transit "umbrella agency" as the federal government is concerned that San Bernardino County has no single agency to deal with.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: The following is an update on ACT information (WT 10/75). Coaches 578-580 remained at D4 and 601-603 which have axle ratios for hills were instead transferred to D6. The last 8 TDH 5103s were retired and placed in storage on September 8 having been replaced by 704-711 as far as coach totals are concerned and D4 was the first all New Look division that day. The last 6 TDH 4509s operating in local service were retired September 26. Two of these, 1901 and 1922, operated on 7-ARLINGTON-EUCLID that day, a line that has had these coaches assigned for 25 years. The last Old Look to operate in revenue service within Special Transit Service District #1 was 1922 which operated Line 7-Block 7 from 233P until 745P pulling into D3. These buses are now in storage at D2 and Flxibles 232-234 were moved from D2 to D3 and 260-262 from D4 to D3. New Division 6 in Newark is still being worked on and no opening date has been announced. Saturday service in the Concord contract service is now operated with SDH 4501s 103-108. Saturday service in Newark/Fremont Lines 21-26 and 29 are being operated with SDH 4501s 127, 130-133, 135 and 136. The rebuilding program of SDH and SDM 4501s is almost complete having started in 1971-72 with two proto-types, 112 and 133. The program was resumed in March 1975 and includes addition of standee windows, new, lower seats, flooring and carpet covering on the ceiling. Seating has been reduced to 41 allowing more leg room and cost for rebuilding each coach is $2700.

1976 DUES AND SUBSCRIPTIONS NOW PAYABLE

IF YOU MOVE SEND US YOUR NEW ADDRESS IMMEDIATELY - 3RD CLASS MAIL IS NOT FORWARDED

JAMES MAYWEATHER JR AND GEORGE GRISHAM (M&G)

RIDGECREST: M&G are seeking a Passenger Stage Certificate to operate between Inyokern, Ridgecrest and Trona from Inyokern via Inyokern Blvd (Foute 178) to Ridgecrest using China Lake Blvd and Route 178 to Trona. Fares would range from 75¢ one way Inyokern to Fidgecrest to $2 one way Inyokern to Trona with a weekly commute ticket from Trona to Inyokern at $15. Equipment is listed as three GMC PD 4501s with five daily trips and two additional weekday only trips.

TAHOE-SIERRA LIMOUSINE SERVICE (Richard G. Shehadi and Robert M. Bellemore dba)

SOUTH LAKE TAHOE: TSLS is seeking a PSC to operate between Tahoe Valley Airport and points within the City of South Lake Tahoe and in El Dorado County via U. S. 50 and/or Pioneer Trail; to serve Heavenly Valley ski area; and to serve Meyers (Tahoe Paradise). The application states passenger loads have increased dramatically since PSA and AIR CALIFORNIA took over the former HOLIDAY AIRLINES' to and from Tahoe Valley Airport. Fares would be $2 from South Lake Tahoe to Tahoe Valley Airport and $1 from SLT to Heavenly Valley ski area. TSLS holds TCP 555 and equipment to be used would be one 1976 15 passenger Chevrolet suburban, one 1974 5 passenger Cadillac and one 1971 12 passenger Pontiac stretch out. GRAY LINE SCENIC TOURS, INC. has filed a protest as they already serve many of the points listed under a PSC issued October 1962 - U.S. 50 from stateline to junction U.S. 89, via unnumbered highway connecting U.S. 50 and 89, Highway 89 from U.S. 50 and junction with cut off to Squaw Valley, Highway 28 between Highway 89 nd stateline, via unnumbered highway between U.S. 89 and Squaw Valley, via unnumbered highway between Highway 89 and Fallen Leaf Lodge, the above restrcited to passengers originating or terminating at Tahoe Valley Airport. Much of the area proposed to be served is also served by South Lake Tahoe Municipal Transit System.

THE COORDINATORS (Stuart Alan Messnick dba)

ANAHEIM: TC is seeking an extension of present operating authority between Anaheim and San Ysidro to include points in downtown Los Angeles. Service would depart the Ambassador Hotel at 900 AM returning about 645PM with a $22.50 fare per person. TC owns two 14 passenger Dodges, one 49 passenger SDM 5301 and one 21 passenger bus, make and model presently unknown.

SAN SIMEON STAGES, INC. (SSS)

SAN FRANCISCO: SSS is requesting a PSC to operate between San Luis Obispo (Amtrak Station) and the Hearst Historical Monument at San Simeon with no intermediate points served. The service would be an overnight trip stopping in the Cambria area operating three times per week until spring, then on a daily basis using one 1963 TDH4517.

PETER LAWRENCE HEINE (PLH)

MENDOCINO: PLH is requesting a PSC for passengers and package express between Fort Bragg and points in Mendocino County including Little River Airport. The route would go south along the coast from Fort Bragg to Heritage House which is 2 miles south of the Airport and north of the community of Albion. Six round trips would be operated with one 12 passenger van. GREYHOUND LINES-WEST operates between Fort Bragg and all points except the Little River Airport. One way fares would range from a minimum 50 cents to $3.50.

SAN CARLOS MUNICIPAL TRANSIT (SCMT)

SAN CARLOS: The August service changes (WT 9/75) included dropping the weekday only INDUSTRIAL AREA line due to lack of patronage and improving the headway on CARLMONT-Y.M.C.A. line, with which it had operated alternately with 1 bus, from 60 to 30 minutely. Saturday service on the BRITTAN HEIGHTS and CARLMONT-YMCA lines was merged into a single Saturday only YMCA-BRITTAN HEIGHTS thru routed loop line traveling outbound from SP Depot first over the YMCA line, then doubling back to pickup the BRITTAN HEIGHTS line at San Carlos Ave and Alameda de las Pulgas continuing to its westerly terminus at Brittan and La Mesa Dr and returning via its regular eastbound loop to downtown San Carlos. Under this routing hourly service is offered. Saturday service on the SEQUOIA HOSPITAL line (30 minutely with 1 bus) remains. In addition to the four Twin Coach TC 25s (201-204) bought last spring to equip the expanded system under AIRPORTRANSIT the city has retained in storage the Minibus which was used when SERVICAR OF NORTHERN CALIFORNIA ran the system and it consisted of only the SEQUOIA line. It is Model MBF-2D, Serial 403 and is former REDWOOD CITY MUNICIPAL TRANSIT SYSTEM #403, but has never carried a number on the SCMT roster.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: September 1 saw further extensions of this rapidly growing system as 8-CABRILLO-APTOS was extended from its eastern terminal at Rancho Del Mar Shopping Center in Aptos to Watsonville over the route of 10-SANTA CRUZ-WATSONVILLE except for a short detour off Freedom Blvd via Bowker Rd and Buena Vista north of Watsonville Airport and weekday night service was begun. Leaves Santa Cruz and Watsonville 645 AM-945PM hourly weekdays and 745AM-445PM weekends using 2 buses. 15-SAN LOPENZO VALLEY was rerouted to run between Santa Cruz and Scotts Valley as an express service via California Highway 17 instead of Graham Hill Rd and Lockwood Lane and extended at its Boulder Creek end on two legs, one continuing north on Highway 9 to Kings Creek Rd and another heading west on Big Basin Way to Forest Pool. A short leg serving Felton was also added running south on Highway 9 from Graham Hill Rd to Redwood Dr and return. Trips departing Santa Cruz on the odd hour operate to Kings Creek and on the even hour to Forest Pool. A new line, 20-SCOTTS VALLEY, replaces the former 15 route over Graham Hill Rd, Lockwood and Mt Hermon Rd to Kings Center and extends further into Scotts Valley via Mt Hermon, Scotts Valley and Granite Creek to Burlwood. Hourly service 645A/645P weekdays, 745A/545P Saturdays uses 1 bus. 19-PINTO LAKE, a third Watsonville line, was added duplicating portions of 13 and 14 and replacing the W. Beach St and Green Valley Rd leg of 13 with a large clockwise loop around Pinto Lake. One bus runs hourly weekdays 633A/633P, Saturdays 633A/533P and Sunday 733A/533P.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The city has given the green light for expansion approving an application for federal funding, a move to establish TTS as a subregional system to complement RTD. Plans call for a 16 hour day schedule daily on all lines with two small buses to be purchased for use in Hollywood Rivera section releasing two larger buses and the following service expansion is planned - a line on Crenshaw between El Camino College and Peninsula Shopping Center at Hawthorne and Silver Spur, a line on Hawthorne between South Bay Center and Peninsula Center, a line between Redondo Pier & either Carson Mall, Lomita or Harbor City and/or an extension of Line 3-LONG BEACH west along Torrance Blvd to the Redondo pier. One item to be settled before expansion begins is an agreement yet to be reached between the city and the bus operators union on the conditions for hiring new operators.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Service to Corona (two AM and three PM weekday only trips) on Line 271-CORONA-ANAHEIM HILLS-CENTER PARK/RIDE was discontinued with the close of service on November 21 due to the failure of either the City of Corona or the County of Riverside to help offset operational costs thru subsidy payments. All riders to and from Corona were charged a $1 fare which severly limited potential patronage (normal fare is 50 cents). December 5th saw a change in routing and schedule of Line 171-IRVINE INDUSTRIAL LOOP and institution of new Line 172-IRVINE MIDDAY SHUTTLE. 171 now runs approximately 600AM-915AM and 300PM-700PM and in addition to other areas previously served it services the Food Park area and the Jamboree-Alton-Von Karman industrial area. Half hourly schedules are operated. 172 operates between 9AM and 3PM on a 30 minute headway before 11AM and after 130P and on a 12 minute headway between those hours. A two way loop 172 begins at Orange County Airport and travels airport roadways, Campus, Dove, Birch, Quail, Dove, Birch, MacArthur, Campus, Martin, Von Karman, Michelson, Jamboree, McGaw, Red Hill, Sky Park North, Sky Park Blvd, Sky Park South, Main, MacArthur and airport roadways to OC Airport terminal. 171/172 continues to operate out of Division 1 using 700 series Transcoaches. OCTD Directors have voted to discontinue Dial A Ride service in Orange in compliance with Superior Court Judge Mark Soden's August ruilng that DAR constituted direct competition with privately owned cab companies and under state law OCTD must buy out any competing transit service before it can operate along a route or within a specific area. Negotiations with cab firms indicated the total buy out price could range from $200,000 to acquire operating rights to a high of $1.3 million which would involve total acqusition. The cost in La Habra alone is only about $5,000 and may include the right to expand DAR into Brea and that plan is being pursued. A community fixed route system for Orange will be given consideration as an alternative to DAR.

CITY OF TUSTIN NICKEL BUS (COTNB)

TUSTIN: The City Council has decided to discontinue the "Nickel Bus" with January 15th and will explore the possibilities of additional bus service with OCTD. Daily ridership from 147 to about 100 and the system, financed thru the city's revenue sharing money, has become too great a financial burden. The six day a week once an hour loop type route using an MP-711 Minibus is operated by COMMUNITY CHARTER BUS SYSTEM.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI's third prototype trolley coach has arrived from Flyer Industries in Canada and this model E10240 features the large square windows like the 4100 series AM Generals, a single flow rear door and solid state circuitry. With most of the 1969-70 series T8H5305s reaching sufficient mileage to require engine rebuilding, reportedly 40% of the buses are in need of new engines and, as MUNI does not have adequate facilities to reengine this many units the Public Utilities Commission awarded Williams & Lane, Inc of Berkeley a contract to repair the engines at an amount not to exceed $8939.81 per bus.

PARADISE BUS LINES COMPANY (Paul W. Meggison dba)

PARADISE: PBLC is requesting a PSC to operate between Paradise and Chico and Oroville in Butte County. Authority is also requested to handle package express. Five round trips per day would be run serving various points including Chico State College Chico Airport, Oroville using coach #1, a 1975 Dodge 14 passenger Maxi Van.

CITY OF EL PASO TRANSIT DIVISION (COEP)

EL PASO: On August 7th the City Council decided that the city would purchase the 3 local bus companies, EL PASO CITY LINES, LOWER VALLEY BUS LINES and COUNTRY CLUB BUS LINES, INC., and charged the El Paso Airport and Mass Transportation Board with the responsibility of overseeing the system and hiring a professional transit management firm to employe the workers and operate the buses. Subject to City Council approval the Transit Board desires to purchase all 3 firms during the next year (80% federal 13% state and 7% city funds), buy 15 new 53 passenger buses, consolidate and realign the present route structure and provide bus service competitive with the automobile. The present EPCL fleet consists of 20 T8H5307As bought in 1973, 11 TDH5303s, formerly DALLAS TRANSIT buses and 10 TDH4517s. LVBL's fleet includes buses dating from the early 1950s including 58-59, TDH3501s; 48-55, 60 , TDH4517s; 61-71, TDH4509/12s and 23A, 23B, 24-47, TGH3101/02. The gasers are in daily use and are freely mixed with the 4512s on some lines. Altogether, there are some 9 lines of 30 and 60 minute headways with 25 buses in base service and 39, perhaps up to 43 licensed this year. CCBL has TDH3301As, TDH3610s, TDH4517s and TDH3501s with lines traveling into Northwest El Paso. The streetcar situation is still the same as the cars are not running and the businessmen in Juarez who have made their anti streetcar renewal feelings felt in Mexico City advised El Paso officials that Mexican federal officials do not intend to allow resumption of the rail service. At this time AUTOBUSES INTERNACIONALES, a Mexican firm, using TDH5103s and TDH5105s, late of EL PASO CITY LINES is operating between the two border cities.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: The City of Houston has received about $10 million in federal funds to buy 151 large capacity transit buses, 21 medium size buses for a park/ride program and 12 small buses for the downtown bus system. Also included will be 20 vans equipped with wheelchair lifts and other conveniences for handicapped riders.

CITY OF PASADENA, TEXAS

PASADENA: A new three man private corporation, SURFACE TRANSPORTATION, INC. wants to work with the city to establish a city bus network. Presently TEXAS BUS LINES runs between Houston and Pasadena but makes no local stops. Preliminary studies indicate that 26 buses, eight large ones operating on main roads and 18 small buses connecting subdivisions to the major routes, would be required.

YUMA BUS COMPANY (YBC)

YUMA: YBC operates between the Yuma Greyhound Depot and the Yuma Military Proving Grounds, about 40 miles northwest of town on a seven days per week schedule with nine round trips each weekday and five on Saturday and Sunday being run using two former Greyhound buses, 620-PD4103/620, ex GLW 9392 and 788-PD4103/788, ex GLW 9314. YBC holds an Arizona Corporation Commission charter authorityfor pick ups on the route to any point in the State of Arizona and return.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Service adjustments were made in early September to reflect the changing seasonal demands of riders. Line 13-WHEAT RIDGE had weekday midday service on West 38th Ave extended to Applewood Village Shopping Center, line 73-SOUTH DOWNING STREET was extended from Yale to Cinderella City Shopping Center and line 64-GOLDEN Had an extension to the Jefferson County governmental complex and the Colorado School of Mines.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
AC Transit	8000-8035	Flxible	53102-8-1/60600-35	BART buses
Simi Valley Transit	451-453	GMC	T6H4523A/1244-1246	
Foster City Transit	1-4	Fleetwd	FL-TB-1/1091-1094	
Millbrae Sunliners	(1-3	M-Benz	0309D/-	Non AC
	(4	M-Benz	0309D/-	AC
Orange County Transit	752-754	Transcoach	2221S/7059,61,62	
SF Municipal Railway	5003	Flyer	E10240/644	50 seat TC
USED				
Franciscan Lines	185	GMC	PD4903/153	correction
Texas Bus Lines	751-753	GMC	P8M4108A/136,107,138	
Santa Cruz Transit Co	63, 65	GMC	PD4106/2193,2284	GLE4703,-
SCRTD	6600-6644	GMC	TDH5105/%	KCATA %
City of South Lake Tahoe	(3012-3017	M-Benz	0309D/-	Non AC
Bus System	(3018-3022	GMC	TDH4507/1512,1575,	AC 1776,1853,
	(		1555,2738,2744	1855,1865,1871

%-Serials 2239,2540,2547,2559,2567,2577,3395,3396,3398,3400,3405-08,3410,3411,3413, 3414,3417,3418,3420,3422,3426,3428,3432,3435,3437,3438,3440,3442-44,3447-51, 3453-56,3458,3459,3471

-KCATA 258,161,168,180,188,198,100,101,103,105,109-113,115,116,118, 119,122,123,125,127,131,133,137,140,142,143,145,147-149,152-156, 272-275,277,278,280

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RIVERSIDE COUNTY TRANSIT HAPPENINGS

The City of Hemet will purchase three new Dial A Ride buses, two to replace existing buses and the third able to carry wheelchairs, to expand the present DAR system even though HEMACINTO CAB COMPANY has indicated its intent to file a lawsuit to stop the expansion. Meanwhile, RUBIDOUX ORANGE CAB has filed a claim with the County Supervisors for $5,000 in lost revenue as a result of county support of the Rubidoux Dial A Bus using an OMNITRANS Mercedes Benz and carrying riders throughout the Rubidoux area and once a day into downtown Riverside for a 25 cent fare with transfers to RTD.

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