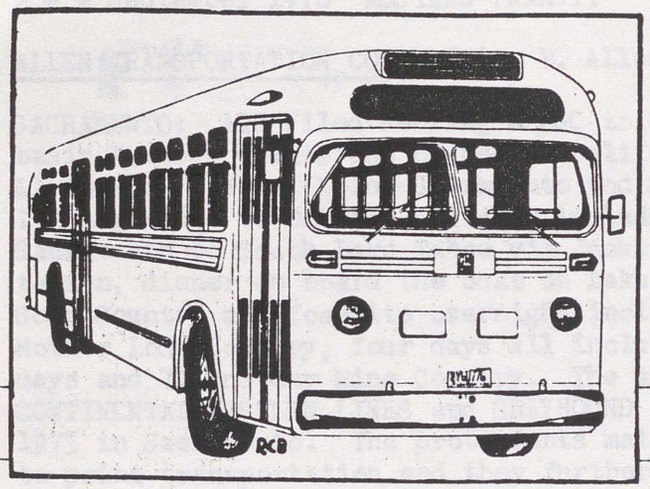


Western Transit

Monthly Publication of The Western Transit Society

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SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: The total number of newly leased coaches has risen to twenty with the initial nine TDH 4512s (4541-4549) being joined by three more in June (4550-4552) and four more in July (4553-4556) along with four TDH 4517s (4561-4564). All buses are former REGIONAL TRANSIT (Sacramento) units obtained through Lease-A-Coach in Downey. With the placement of the first nine 4512s in service, CT's remaining five TD 3609s and four TDH 3610s were withdrawn and are now being cannibalized. The 3609s were (fleet no./serial no.) 6604/200 and 6616-6619/251-254 and the 3610s were 6623/419, 6628/416, 6629/424 and 6630/422. In other equipment notes the FMC Handy Buses 534-537 are builders model V-026 and 534 is serial number 5-03-V-0784, built March 1975. Twin Coach TC-31 #516 has been rebuilt by CT with a middle door and ramp for wheelchair loading and a single interior wheelchair well just back of the door reducing regular seating from 25 to 23. 1946 model TD 4506, fleet #66 (ex PEERLESS) had a "slant window" effect applied late last year securing angular sheet metal pieces to the exterior of the window posts, an experiment which was not repeated. 66, together with sisters 65 and 67, are the oldest active coaches in the CT fleet (Ed. Note - and perhaps in the entire state.). The Light Rail Vehicle Corridors (WT/6/76) are as follows: Corridor #1-De Anza: From De Anza College in Cupertino southwest along SP's Permanente branch right of way to Vasona Jct. in Los Gatos, Corridor #2-Vasona: from central San Jose (SP Depot) southwest via SP's Vasona branch to Vasona Jct., Corridor #3-Blossom Hill: a continuation of #1 east from Vasona Jct. along right of way for proposed extension of West Valley Freeway (and paralleling Blossom Hill Road) to IBM Plant at Monterey Hwy and Cottle Rd in South San Jose, Corridor #4-SP Mainline/Lick: from central San Jose south via SP mainline to point near Monterey Hwy, then southwest along SP's Lick branch to connect with #3 at a point where proposed Guadalupe and West Valley Fwys meet at Oakridge Mall and Corridor #5-Guadalupe: From central San Jose south along right of way of proposed Guadalupe Fwy to the point where #3 and 4 converge at Oakridge Mall.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: Although the number of passengers increased more than 2 million during 1975/1976 system revenues increased only $70,000 because of fare reductions including expansion of the 15 cent student tickets and reduction from 25 to 10 cents on Line 12-QUEEN MARY which fare will return to a quarter when Line 12 is combined with 11-BELLFLOWER during the month. The six red double deckers, purchased for use on the line, are now down to two as four have been sold and the last two will be used only for parades and other special events. LBPTCo is scheduled to receive $483,000 from Los Angeles County to continue the 25 cent fare systemwide.

ALLEN TRANSPORTATION COMPANY (A. B. Allen dba)

SACRAMENTO: ATC filed seeking a PSC to operate in Special Operations tours on a round trip basis between points and places in California beginning and ending in the counties of Amador, El Dorado, Placer, Yolo, Sacramento and San Joaquin. Seven tours were outlined including 1) Sacramento to Oakland Coliseum including dinner, ticket to event and transportation, 2) Sacramento to South Lake Tahoe via Jackson and returning via Placerville including transportation, dinner on board the boat on Lake Tahoe, 3) City tour in Sacramento, 4) Sacramento to Gold Country and Yosemite overnight including lodging and transportation, 5) Sacramento to Mother Lode Country, four days all inclusive, 6) Monterey Bay, Big Sur, Hearst Castle-three days and 7) one day Wine Country. The application was protested by AMERICAN BUSLINES, INC., CONTINENTAL WESTERN LINES and GREYHOUND LINES, INC. and four hearings were held in November 1975 in Sacramento. The protestants maintained that the first two tours would be direct point to point transportation and they further maintained that the area Certificate to the entire state would be too board. The Commission granted Allen a PSC to cover Tours 3 through 7 all originating in Sacramento, denied Tours 1 and 2, denied the area wide PSC as public convenience and necessity has not been shown. The five tours granted are: 1) Sacramento City Tour, 2) Sacramento-Gold Country-Yosemite, 3) Sacramento-Mother Lode-four days, 4) Sacramento-San Simeon-Hearst Castle and 5) Sacramento-Wine Country.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD has purchased OCEANSIDE TRANSPORTATION SYSTEM with a price tag of $575,000 including $530,000 for 25 buses, $32,861 for support equipment and $11,845 for 11 automobiles (Coaches 626-627 were purchased under a federal grant and were not included in the above purchase). An offer has been made to the City of Escondido for purchase of their system, but at this time Escondido is reluctant to sell as they desire to maintain local control. A linkup between NCTD and SAN DIEGO TRANSIT CORP. has the sanction of GREYHOUND LINES, INC. provided that no express service is operated that would compete with the firm. The interface would presumably take place in Del Mar with NCTD Line 1-SOLANA BEACH meeting SDTC Line 41 which would be extended northward from Interstate 5 and Del Mar Heights Road into the city. Discussions are continuing as to the exact location of the interchange point and although NCTD could extend their buses immediately SDTC plans to delay any extension until January. There is also the possibility of relocating the AMTRAK station from downtown Del Mar to the Fairgrounds area to provide a park-and-ride service. The agreement between NCTD/SDTC and GREYHOUND stipulates that NCTD/SDTC shall operate no regular service in whole or in part over the Interstate routes between Oceanside and San Diego and that NCTD/SDTC shall operate no through-bus or single bus service between downtown San Diego and the points of connection between the two systems.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Effective August 2nd fares on Line 10-SANTA MONICA-LOS ANGELES-BLUE DIAMOND EXPRESS were increased were increased to the level of comparable SCRTD fares (80 cents) as a condition of receiving a $338,000 subsidy from Los Angeles County which is still under negotiation. The cash fare is 80 cents or valid transfer plus 55 cents while the token fare is three tokens or valid transfer plus two tokens. Discount fares for eligible Senior Citizens, students and handicapped persons remains unchanged.

THE OUTDOORSMAN (Charles Ray Hernandez and Joyce Ann Hernandez dba)

BISHOP: TO is seeking a Class "B" Charter Party Certificate. Presently holds a PSC to operate between Bishop and Mammoth Ski Lift areas and owns one 1963 twenty passenger Ford bus.

* * FORWARD YOUR NEW ADDRESS TO US IF YOU MOVE * *

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On August 9th Line 860-LONG BEACH-DISNEYLAND-RIVERSIDE had service reduced to provide four trips daily at 3 hour intervals between 8AM and 5PM as Riverside County and the City of Riverside did not want to continue subsidizing all the trips that were being provided. Hourly service between Long Beach and Disneyland remained.

Early in the month U. S. District Judge Matt Byrne ruled, in a suit brought by the Pacific Legal Foundation, a Sacramento based public interest law firm, that the Santa Monica Freeway Diamond Lane project must be suspended beginning August 16 until such time as the State of California provides an environmental impact statement on the project and enjoined CALTRANS from maintaining or operating preferential bus-carpool lanes by reserving existing lanes on the Santa Monica Freeway. The effect of the Diamond Lane stoppage on both RTD and SANTA MONICA MUNICIPAL BUS LINES operations was that all lines continued to operate over the freeway but in the regular traffic lanes. RTD discontinued the recently imposed ten cent surcharge for prefential lane service. Beginning August 16 Line 602-BEVERLY GLEN BLVD FREEWAY EXPRESS was rerouted west and north of Wilshire and Beverly Glen to begin at Ovada Place and Sepulveda in Westwood via Sepulveda, Montana, Gayley, Le Conte, Westwood, Wilshire, Beverly Glen, Pico, Overland, National, Motor, Manning, Santa Monica Freeway, Grand, 8th or 9th, Flower/Hope and Temple to San Pedro.

Line 872-13TH-ALMA-SUMMERLAND was shortened in San Pedro, effective August 15, to operate only as far south as 26th & Alma with service along Alma, 37th and Almeria to Paseo Del Mar and Meyler being discontinued in response to protests of area residents of buses on residential streets. Reroutings also took place in San Marino for the same reason - Line 431 now operates between San Gabriel & Huntington Dr and Sierra Madre & Altadena via Huntington and Sierra Madre, Line 434 runs between California & Hill and Foothill & Madre via Hill and Walnut/Foothill and Line 487 runs between Las Tunas and Sierra Madre Blvd directly along San Gabriel Blvd.

After several months of negotiations for new labor contracts and the recommendations of a special three member fact finding commission appointed by Governor Brown calling for a 5% pay hike this year plus 3% in each of the next two years, 4700 operators represented by the United Transportation Union and 1100 mechanics and maintenance employees represented by the Amalgamated Transit Union want on strike at 1201AM Monday August 23. The approximately 500 clerical employees and telephone information personnel represented by the Brotherhood of Railway and Airline Clerks are honoring the picket lines. At that time RTD was offering a 3 year package calling for an approximate 19% increase while the unions wanted a settlement of about 23%. Negotiations continued during the week and on August 30 thru the efforts of RTD Director Baxter Ward who is also a Los Angeles County Supervisor and Supervisors Kenneth Hahn and Ed Edelman the RTD management bargaining team and General Manager Jack Gilstrap reached tentative agreement on a 21% increase proposal to be offered to the mechanics and then to UTU for the operators. RTD directors turned down the proposal by an 8 to 3 vote amid charges of political influences while the mechanics voted approval of the pact which ATU President Jerry Long said indicated the members would not return for anything less. The operators have not voted on any RTD offer and RTD President Byron Cook has said that the RTD negotiating team has been instructed to offer striking employees the RTD prestrike offer and no more and he sees no change in that position. (At press time no further negotiation sessions are planned and it appears that several days will elapse before the parties resume meeting and some type of outsider assistance in getting the two sides together is envisioned). Meanwhile SANTA MONICA MUNICIPAL BUS LINES Line 10 from downtown Santa Monica to downtown Los Angeles has experienced an 80% increase in ridership while TORRANCE TRANSIT SYSTEM, GARDENA MUNICIPAL BUS LINES, LONG BEACH PUBLIC TRANSPORTATION COMPANY, CULVER CITY MUNICIPAL BUS LINES and MONTEBELLO MUNICIPAL BUS LINES have all experienced additional patronage.

CARMEL VALLEY TRANSIT CORPORATION (CVTC)

CARMEL VALLEY: CVTC has applied for a certificate to operate between Carmel Valley Village and the Del Monte Shopping Center via Carmel Valley Road (Monterey County Road G-16) into the City of Carmel, thence via San Carlos Street and California Highway 1 to Del Monte Shopping Center. A 90 minute headway is to be operated daily between 800AM and 500PM using one 1976 twelve passenger Ford Club Wagon equipped with a CB radio with the base station at CVTC headquarters. Hearings on this application have yet yet been set.

LOS ANGELES DIAL-A-RIDE

LOS ANGELES: The Pacoima DAR service area has been increased by three square miles plus adding two off route points of Serra Memorial Hospital in Sun Valley and the Panorama City Shopping Center at Van Nuys and Chase St. Service boundaries are now Woodman Ave., the City of San Fernando city limits, the Los Angeles city boundary, Branford St west of Glenoaks and Osborne St east of Glenoaks. SENIOR RIDE using green and white striped Dodge vans now includes portions of Granada Hills, Northridge, Chatsworth and Sepulveda. The service is available door to door Monday thru Friday from 930AM to 230PM for residents age 60 and older and reservations are required 24 hours in advance. Service area is bounded by Chatsworth Street, San Diego Freeway, Roscoe Blvd and Corbin Avenue.

TRANSIT IN RIVERSIDE COUNTY

RIVERSIDE: The federal government has given preliminary approval to RIVERSIDE TRANSIT AGENCY's plan to establish a transit system to carry Perris and Lake Elsinore residents to jobs in the Rancho California area, mainly in the industrial park there. The system would consist of fifteen 12 passenger vans including two equipped with hydraulic lifts to accommodate the handicapped. The PERRIS DIAL-A-RIDE started Monday July 26th. The bus operates weekdays only from 830AM until 415PM charging 25 cents per ride anywhere within the city limits.

TRANSIT IN VENTURA COUNTY

VENTURA: The Thousand Oaks to Ventura bus, being provided under contract by CHANNEL ISLANDS BUS SYSTEM, began on August 23rd carrying 118 people the first day. Four round trips are operated on weekdays departing Westlake Blvd and Agoura Road in Westlake Village for Ventura at 650AM, 940AM, 120PM and 415PM and departing the General Hospital in Ventura (connecting point with SCAT) at 810AM, 1105AM, 245PM and 535PM. Rides between 1000 Oaks and Oxnard/Ventura are 50 cents, all other trips are 25 cents with those between 60 and 74 charged a dime and those 75 and over riding free.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City Public Utilities Commission has approved a series of cutbacks in MUNI service (rush hour and midday headway reductions on 40 lines) necessitated by a $620,000 reduction in platform wages in the 1976-77 budget and will also recommend to the Board of Supervisors that they unfreeze 145 MUNI jobs so that MUNI can fulfill the revised schedules including 66 operators, 62 mechanics and 17 supervisors. The San Francisco County Grand Jury report says the best way for the MUNI to operate a responsible and efficient transit network is to be freed from political influence of the County Board of Supervisors and allow the PUC to review schedules and routings and make appropriate decisions. Operators, represented by the TRANSPORT WORKERS UNION, recently approved a contract upping their hourly wage to $7.47 plus a Cost Of Living provision and improved fringes.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: June 1976 schedules introduced two new lines serving the city's northwest hill area. 23-WESTERN DRIVE "A" ROUTE operates from the Pacific Garden Mall Transit Center at Pacific & Soquel Avenues via Soquel, Front, Cathcart, Cedar, Walnut, Chestnut, Laurel and King to Bay St, thence on large loop via King, Miramar, Mission, Swift, Mission, Western, High to Bay (UCSC entrance) and return Bay, Meder, Nobel, Alta Vista, Bayona and Escalona to Bay to King and return same as outbound route to Cedar & Lincoln, thence Lincoln to Pacific to Soquel. 24-WESTERN AVE "B" ROUTE operates as 23 between Pacific & Soquel and Bay & King, then reverses loop of 23. Daily service is offered with 1 coach alternating half hourly on each line with 23 leaving on the hour 7AM to 6PM and 24 from 730AM to 630PM. Also introduced in June was the BEACH-MALL FREE SHUTTLE operating weekends only during the summer. The Saturday route starts at the Plaza at the north end of Pacific Garden Mall (confluence of Pacific, Mission, River, Water and Front) and proceeds south to the Beach via Front, Laurel, Pacific, Washington and Beach to Cliff in front of Beach Casino/Boardwalk. Return loop to Plaza is via Cliff and 3rd, Laurel St Extension, Laurel and Pacific. Sunday routing differs on northern end in that it originates from the County Government Center Parking Lot instead of Plaza to encourage uptown parking away from the congested Beach area. Southbound route is from parking lot off Ocean via Dakota and Soquel to Front, then regular loop to beach returning to Laurel and Pacific and looping via Pacific, Cooper, River, Water and Ocean to Governemnt Center. Service is every 15 minutes from 10AM to 8PM using two buses. Fleetwoods 809 and 810 are used as is UCSC owned open bench Minibus motor/trailer combination, normally used on the UCSC intra-campus shuttle service. In SCMTD equipment notes 818, a TDH 4512, long out of service has been disposed of but 817 (TDH 3612/001) has been restored to serviceable condition and apparently will be retained.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: Starting September 12th Line 10-WHITTIER BLVD will be extended eastward from Lexington Avenue to Whittier and Passons Blvds in Pico Rivera where an off street location has been purchased and a terminal will be built. On the same day a new line will be started from Wilcox and Whittier along Wilcox to a point along Merced Avenue and a Dial-A-Ride program will begin using the system's four TDH 3501s. A federal grant for $400,000 has been filed to purchase 6 new 42 passenger buses and provide operating expenses. Five of the buses will replace present equipment while the sixth is intended for use on the new WILCOX line.

HUMBOLDT TRANSIT AUTHORITY operating REDWOOD TRANSIT SYSTEM

EUREKA: The County Board of Supervisors has set up HTA with an appointed Board of Directors who appointed Robert Warren, an ex Marine Corps officer, as the director of Transportation. Service started August 5th between Trinidad on the north and Rio Dell on the south, a distance of about 70 miles. Service is financed by state funding under SB 325 and UMTA funding for rural transportation services. The Board ordered 5 diesel Transcoaches for the inaugural services. Fares were established at 25 cents with 10 ride tickets @ $2. Senior citizens are 10 cents. No charge is made between buses on the RTS, but no transfer arrangement is in effect between the EUREKA TRANSIT SERVICE operating three large loop type lines within the city of Eureka and HTA. These fares result in the possibiility of a ride over 70 miles in length for only 25 cents (10 cents for Seniors).

CALIFORNIA PUBLIC UTILITIES COMMISSION

SACRAMENTO: The PUC recently went through a period of updating existing certificates and in the process a number of them were cancelled for lack of insurance coverage, service had already been terminated or some other reasons. Included are the following: Steven Costa dba MOUNTAIN STAGE LINES was granted a PSC to operate between San Bernardino and Wrightwood in 1974 but Costa wrote the Commission that he was accepting the PSC. EL CAMINO CHARTER LINES, INC. held a PSC between South San Francisco and Baden and vicinity. The PUC revoked the PSC for non-use, however, ECCL requested the effective date be July 1, 1976 as they were operating a school service carrying about 80 students per day and after that date SAN MATEO COUNTY TRANSIT DISTRICT will operate the service. YREKA WESTERN RAILROAD and MENDENHALL TRANSPORTATION CO asked the PUC to revoke their PSC between Eureka-Fortuna-Rhonerville and Ruth on August 14, 1974 and the PSC was revoked. Gerald Lynn CORBETT was issued a PSC between Solvang, Solvang Castle and Santa Ynez Mission but since no evidence of insurance has been filed since April 30, 1974 the PSC was revoked. TAHOE TRANSIT LINES operated a local transit system in and around the City of South Lake Tahoe. The operation had been sold about every year it was in existance. The equipment ranged from vans to conventionals to standard transit coaches. No evidence of PL&PD has been on file since March 17, 1972 the PSC was revoked. MARIN TRANSIT SYSTEMS, INC. held a PSC between Tiburon Ferry Terminal, Tiburon and points along the Tiburon-Belvedere Peninsula and, again, no evidence of insurance on file the PSC was revoked. Newton S. Davis dba MOUNT HAMILTON STAGE LINE advised the Commission that service between San Jose and Mount Hamilton was discontinued in June 1973 and he has no intention of resuming operations. Betty Jean Tibbetts dba BLUE BUS LINES was granted a PSC to run between Willits and Ukiah on October 1, 1974 but never filed a written acceptance of the PSC, never filed the required tariffs and timetables nor provided the necessary insurance coverage and the PSC was revoked. Johnny Callihan dba MAXI LINE was given a PSC to operate between Palos Verdes and Hughes Aircraft in El Segundo. No insurance coverage was on file and patronage had dwindled and the PSC was revoked. Paul Meggison dba PARADISE BUS LINES COMPANY had filed for a PSC to operate between Chico, Paradise and Oroville Dam area, but has since entered bankruptcy and can no longer persue the matter (this is a case of going broke before starting in the bus business) and the application was dismissed. LEWIS TRAVEL CENTER of Visalia was issued a PSC to operate between Fresno Airport and Visalia on a regular scheduled basis in April 1974. Lewis advised the PUC in April 1975 service would be dropped due to lack of business and insurance coverage also lapsed. Jack L. Baker was granted a PSC between Pollock Pines and Placerville in November 1972 but no insurance has been on file since February 1974.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT has ordered an additional six Minibuses for use in Pleasant Hill and Moraga/Orinda in addition to the 23 coaches ordered in April. In participation with five other properties AC authorized solicitation of bids for 66 advance design 40 foot transit coaches to be equipped with climate control, cantilevered seats, impact resistant bumpers and side windows. Effective August 26th Lines 69A, 70 and 70A were scheduled to be extended into the new Hilltop Shopping Center.

MEXICOACH, INC. (MC)

SAN DIEGO: MC is seeking a PSC to operate between San Diego (Amtrak Station) and Calexico (Hotel Rey-Calexico Transit System's office) via Interstate 8 and State Highway 98 serving no intermediate points. The one way fare would be $7.50, round trip $13.50 with bus departing San Diego 815AM arriving Calexico 1100AM returning from Calexico 200PM arriving San Diego 500PM. MC equipment includes 1 PD 4106, 2 TDM 4801s, 2 40 passenger Dinas, 1 14 seat Mercedes Benz and 1 14 passenger Ford.

REIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Federal funding for a 2 year rural mountain transit system demonstration involving the use of four wheel drive vehicles to serve the mountainous regions of Boulder and Jefferson Counties has been requested. If approved, seven vehicles accommodating between 10 and 15 passengers would be operated over a series of 6 lines. Two lines would operate in Boulder County, one between Meeker Park, Allenspark, Raymond, Lyons and Longmont and the other between Nederland, Eldora, Ward and Boulder. On Jefferson County three lines would run between: Evergreen, Kittridge, Indian Hills and Morrison; Pine, Silver Springs, Conifer and Evergreen; Evergreen, Bergen Park, El Rancho and Golden. Both counties would be served by a line operating from Wondervu through Coal Creek Canyon to Arvada. Buses on RTD's DENVER-BOULDER line are now using the new Denver Bus Center (first two loading gates at the south end of the Greyhound side of the depot). The new facility at 1055 19th Street serves all intercity carriers including CONTINENTAL TRAILWAYS SYSTEM and GREYHOUND LINES.

CITY OF EL PASO

EL PASO: Appraisals on EL PASO CITY LINES, LOWER VALLEY BUS LINES and COUNTRY CLUB BUS LINE have been completed by the El Paso Airport and Mass Transit Board and they are now awaiting UMTA approval of a federal grant of approximately $5 million to purchase the firms and begin municipal operations. As a part of the purchase of EPCL the Stanton Street toll bridge will be acquired with annual toll fees of $500,000. With city ownership and federal funding there will be discount fares for the elderly during non peak hours and plans are being discussed for establishment of several Park and Ride lots for downtown bound commuters.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: HOUTRAN has added a dozen more Grumman buses to its roster (fleet numbers 570-581) and established two additional Mini-Bus lines on August 9th: 28-PALM CENTER -DOWNTOWN and 29-INDEPENDENCE HALL-UNIVERSITY OF HOUSTON, each running on two hourly headways 630AM to 630PM weekdays only using buses equipped with wheelchair lifts and advertised under the name "Barrier Free Transit". The new lines were designed after consultations with elderly and handicapped citizens and groups. Line 27-MEDICAL CENTER-DOWNTOWN also utilizes the wheelchair lift equipped buses. There are four other Mini-Bus lines, all local downtown area loop operations. The Houston City Council is studying a recommendation which, if approved, would give Mayor Fred Hofheinz the authority to cancel the present management contract with RAPID TRANSIT LINES, INC. to manage HOUTRAN (the contract negotiated in April 1974 will be automatically renewed for three years if no action is taken before January 15, 1977) and begin new contract negotiations. Options open include a new contract with RTL or with another management firm or creation of a city transportation department with city employed personnel operating and maintaining the buses (all employees now work for RTL with the city reimbursing RTL for salaries and all other expenses). RTL is a subsidiary of NATIONAL CITY LINES, INC. of Denver, Colorado.

VANCOUVER (WASH.) TRANSIT SYSTEM (VTS)

VANCOUVER: The Vancouver City Council has voted to purchase ten full size buses for VTS operations. Although some residents have voiced concern over purchasing 42 passenger buses transit system management advised for the purchase because of the better relaibility of standard transit buses than the smaller capacity buses the city is presently operating.

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
Associated Charter Bus Co	4698-4720	Crown	A-426-11/-	2 axle, 85 seat
	5653-5656	MCI	MC8/U31426-31429 S12156-12159	47 sear, RR
USED				
Greyhound Lines-West	7317-7334	MCI	MC6/-	Ex GLE
Travelier Charter, Inc.	(945,950	MCI	MC5/U5701-5702 S6486-6487	Ex Diablo 6486,87
	(955	GMC	PD4106/937	Ex Napa 222
Fresno Transit	6020-6021	GMC	TDH4517/767,720	Ex Monterey 109, 103
North County Transit District	(628-632	GMC	TDH4517/818,819,108, 821,104	Ex Richmond 344, 345,357,347,355
	(633-634	GMC	TDH4517/876,1627	Ex Fort Harrison Bus Line 1102,1105
Arrow Charter Lines	(4811,4829, (4831	GMC	TDH4801/185,264,226	Ex RT (Sacto) 4811,4829,4831
DISPOSITION				
Commerce Municipal Bus Line	309	GMC	TDH4509/744	For sale
General Services Administration (all were Dept of Immigration units)	(7301	GMC	PD 4104/624	to Nicks Auto Sales of Whittier
	(7005	Gillig	568D-15/D4600-6	to Denise Hudson of Chula Vista
	(7011	Gillig	568D-15/D4600-12	to Nicks Auto Sales
	(7016	Gillig	568D-15/D4600-17	to Pac Coast Eqpmt (Sebastopol)

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September Meeting on September 12, 700PM, 936 South Genesee, Los Angeles, Calif.

October Meeting - Unique meeting aboard General Manager's own bus (former RTD 6579) Tweedy and Atlantic Blvds, South Gate, Calif. - Starting Time 600PM, this month only. upon adjournment of meeting bus will travel to Anaheim for the entertainment portion of the program--Remember Sunday October 10th at 600 PM.