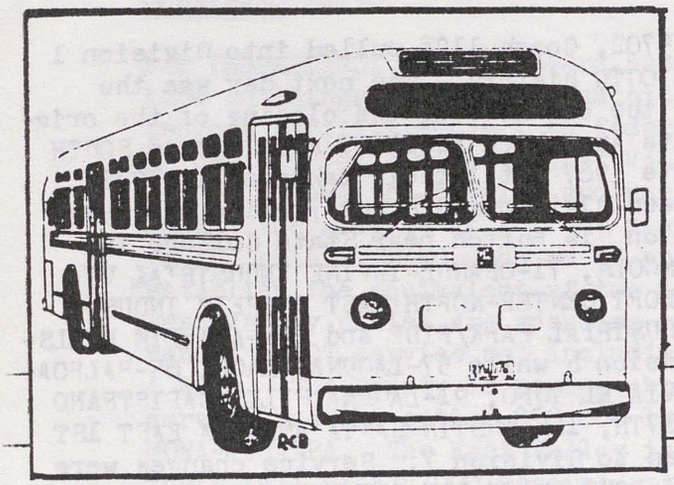


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 No. 3 March 1977

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: California transit properties will have "a new kid on the block" March 16th as RTA becomes an operating agency assuming operation of the six local lines in the City of Riverside presently operated by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. RTD Lines 406 and 860 to Los Angeles and Long Beach respectively will continue to operate as now. The RTA fare structure will be identical to RTD's - 25¢ regular fare, 10¢ elderly and handicapped fare, children under five will be free and students using a $6 monthly pass will be riding for an equivalent fare of 15¢ and transfers will be free. The initial RTA lines will be: 1-CANYON CREST-LA SIERRA VIA MAGNOLIA (former RTD 62), 2-HARDMAN CENTER-DOWNTOWN RIVERSIDE VIA GRAND AVE (former RTD 82), 3-FAIRMOUNT PARK-HARDMAN CENTER VIA CASA BLANCA (former RTD 99), 4-TYLER MALL-NORTH RIVERSIDE VIA LINCOLN (former RTD 147), 5-RIVERSIDE PLAZA-HOME GARDENS VIA ARLANZA (former RTD 148) and 6-TYLER MALL-SUNNYMEAD VIA CALIFORNIA AVE & MARCH AFB (former RTD 149). Days of operation and service frequencies will remain as now. Beginning March 1 RTA began handling the dispatching of the Rubidoux area Dial A Ride operation until a private contractor is engaged to do so as part of a program that calls for doubling the number of vehicles from 1 to 2, expanding the service area to include Pedley, Mira Loma, Glen Avon and the area north of Rubidoux to the county line, providing service to Riverside if requested and acquiring its own radio dispatch equipment. The cities of Banning and Hemet have now joined RTA making all cities in western Riverside County RTA members which cooperative efforts will be advantageous in obtaining future approval for transit funding. The initial roster will consist of 24 used General Motors buses painted white and two shades of blue with the black window effect and will mark the return to California of six buses which comprised part of the original ORANGE COUNTY TRANSIT DISTRICT fleet (RTA 110-115 were OCTD 111-114 and 121-122).

Coach Nos	Builder	Model/Serial	Year	Seats	Notes
101-103	GMC	TDH4519/718-720	1965	45	Greenville S.C. 173-175
104-109	GMC	TDH4519/721-726	1965	45	Greenville S.C. 1065-1070, originally Charlotte N. C.
110-111	GMC	TDH4519/1362-1363	1966	45	Tucson Transit System 1648-49
112-113	GMC	TDH4519/1374-1375	1966	45	Tucson Transit System 1650-51
114-115	GMC	T6H4521A/105-106	1968	45	Tucson Transit System 1832-33
151-152	GMC	TDH5304/1356-1357	1966	51	Greenville S.C. 176-177
153-156	GMC	TDH5304/1993-1996	1967	51	Greenville S.C. 178-181
197	GMC	TDH4801/198	1954	48	Suburban Commuter Service 5100
198-199	GMC	TDH4801/206,217	1954	48	Frasca Bus Line 1-2

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: As Operator A. Aidukas, Run 57713, Bus Run 5702, Coach 1128 pulled into Division 1 at 844 PM on Saturday February 12th a chapter closed in OCTD history. The next day was the effective day of this year's System Shake Up and one of the changes was the closing of the original OCTD operating base at 1126 East Washington in Santa Ana which facility also served SOUTH COAST TRANSIT CORP. and SANTA ANA TRANSIT CORP. from late 1967 until their takeover in 1972. Transportation personnel and vehicles were divided between Divisions 3/4 and 7 while the heavy maintenance work will now be concentrated at Division 6 on Via Burton near State College in North Anaheim. Lines 42-TUSTIN-HAWAIIAN GARDENS VIA LINCOLN, 71-ORANGE-IRVINE INDUSTRIAL VIA TUSTIN, 145-SOUTH FLOWER, 146-RAITT-GREENVILLE, 207-NEWPORT CENTER-NORTH EAST ANAHEIM INDUSTRIAL PARK/RIDE, 209-SAN CLEMENTE-NORTH EAST ANAHEIM INDUSTRIAL PARK/RIDE and 271-ANAHEIM HILLS-IRVINE-NEWPORT CENTER PARK/RIDE were transferred to Division 4 while 57-LAGUNA BEACH, 65-BALBOA-HUNTINGTON BEACH VIA IRVINE, 75-SANTA ANA-LAGUNA HILLS VIA EL TORO, 91-LAGUNA HILLS-CAPISTRANO BEACH VIA MISSION VIEJO, 143-TUSTIN-SANTA ANA VIA EAST 17TH, 144-TUSTIN-SANTA ANA VIA EAST 1ST and 291-SAN CLEMENTE-SANTA ANA PARK/RIDE were transferred to Division 7. Service changes were instituted on a number of lines including jogging Line 1-LONG BEACH-SAN CLEMENTE VIA COAST HIGHWAY off the Coast Highway in Huntington Beach via Magnolia, Hamilton, Bushard and Brookhurst and in Newport Beach via Balboa, 32nd and Newport to make better transfer connections. A peak hour branch of 21-SUNSET BEACH-FULLERTON VIA VALLEY VIEW known as 21A was instituted by diverting one northbound AM and one PM southbound trip along Valley View, Artesia, Beach, Manchester and Orangethorpe into the Park And Ride Lot. Line 30-LA PALMA-SANTA ANA VIA ANAHEIM HILLS now diverts off Orangethorpe via Placentia, La Jolla and Melrose to serve some residential areas in Placentia. A commute hour limited type service was begun operating one round trip in the morning and one round trip in the afternoon. 49L-LA HABRA-SANTA ANA LIMITED operates from 1st and Main in La Habra via Main, La Habra/Central, Brea, Birch, State College (making only transfer point stops), Orangewood serving Anaheim Stadium Park Ride Lot, Orange Freeway, Bristol, Civic Center and Flower to 6th. Line 65 was rerouted off MacArthur in the Harbor View Hills area of Newport Beach to operate along San Joaquin Hills, San Miguel and Ford. Line 201-SAN CLEMENTE-FULLERTON PARK/RIDE has had one northbound mid morning trip and one mid afternoon trip rerouted to serve Santa Ana Fashion Square and Line 203-SAN CLEMENTE-LONG BEACH PARK/RIDE was rerouted from Main to Michelson between Culver and Jamboree in Irvine to serve the new Fluor Corporation headquarters and plant.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: February 7th saw NCTD and SAN DIEGO TRANSIT CORP. connect with each other in Del Mar as NCTD Line 1-OCEANSIDE-DEL MAR CORRIDOR was extended southward from Highway 101 and Via De La Valle via 101, Coast Blvd and 15th to Camino Del Mar returning via CDM and 101. Thirty minute service was also established over the entire old line with the new trips operating eastward along De La Valle to Flower Hill Shopping Center. Line 62-SOLANA BEACH-LOMAS SANTA FE was also extended to serve Flower Hill. Pleased by public response to a community meeting held in Fallbrook NCTD plans to begin new services within the next 60 days. Present Line 50-FALLBROOK LOCAL will become a two way operation with addition of a second bus, the routing will be enlarged and service hours extended until 800PM from the present 630PM. The NCTD five year operating plan calls for a maximum of 109 buses to accommodate steadily growing traffic and the NCTD Board has approved a proposal to lease with option to buy nine used buses from Bayonne, New Jersey (operator unknown to WT). They are 1965 53 passenger buses (probably TDH 5304s) and would be used principally on the Camp Pendleton lines and for the proposed extension into Rancho Bernardo. The district will pay $590 per month per bus for the first 6 months with $700 per month the last six. An option to buy for $15,100 each with leasing fees included is also in the contract. Fees for shipping the buses and repainting and refurbishing will be extra. During December NCTD dropped the special one day per week senior citizen shopping center inherited from OCEANSIDE TRANSPORTATION SYSTEM which was unprofitable and created a drain on already short equipment. Over the last few months NCTD has largely revamped the initial NCTS and the OTS route structures and details will appear in an upcoming issue of WT.

OMNITRANS (OT)

SAN BERNARDINO: The OT Board has approved plans for converting the former Fairview Ford buildings at 5th and Muscott in San Bernardino into a new headquarters and maintenance facility subject to federal approval toward paying 80 per cent of the costs. OT has offered a plan to WEST VALLEY TRANSIT SERVICE AUTHORITY officials which would nearly double the service and use up a million dollar surplus of federal funds which would otherwise be lost. The plan calls for increaseing the number of buses from 8 to 14, extend weekday hours of operation, increase service frequencies on 4 lines and establish the equivalent of two new lines and provide new Sunday service. The four West Valley cities are spending only 22% of their combined $1,110,000 of SB 325 revenues on OT service not including $135,000 spent by Ontario and Upland on taxi Dial A Ride. The county is paying about $56,000 for Cucamonga-Alta Loma and Chino Hills service and the entire $50,000 local cost of thw West Valley's share of Line 14-POMONA-YUCAIPA. The East Valley is spending more than enough local funds to receive their full $1,374,000 federal entitlement. In the West Valley OT and RTD services are falling $410,000 short of the area's $1,088,000 federal funds with $670,000 accumulating. Federal funds must be spent within 2 years after being allocated. Mayor Holcomb of San Bernardino reminded the Board that the 19 new buses just arriving (AM General 10235-B-8s) were locally funded by the OT predecessor, SAN BERNARDINO TRANSIT SYSTEM, and that he hoped the West Valley would reciprocate by increaed future investments. One proposal calls for thw West Valley to put up the local share for the next 15 buses plus a satellite maintenance terminal and a bus station in Montclair. Proposed service changes include a new line mainly for North Upland running generally along Euclid between 24th and the planed new Ontario Civic Center, half hour headways on the MONTCLAIR and ONTARIO lines and along Central between Montclair Plaza and Chino, Sunday service 8AM-5PM, an additional hour of weekday service and route revisions including sending Line 14 to serve Ontario Airport, Ontario Civic Center and Montclair Plaza with a substitute line between Upland and Montclair Plaza and east-west service between Upland and Chaffey College.

COMMUNITY ENTERPRISES, INC. (CEI)

SANTA ANA: CEI, a subsidiary of Intermark, Inc. of La Jolla, has been sold to EDUCATIONAL AND RECREATIONAL SERVICES, INC and NATIONAL BUS SALES AND LEASING COMPANY (aka ASSOCIATED CHARTER BUS COMPANY) for about $2.8 million. CEI thru COMMUNITY BUS SYSTEM and PACIFIC SCENIC LINES provides contract bus service to many Southern California school districts and charter bus service throughout the state. Operating locations include 1001 South Grand in Santa Ana, 8512 Jefferson in Culver City, 151 Avenida Navarro in San Clemente and 8555 Flower Street in Paramount. It is unknown (to WT) if KERN COUNTY BUS SYSTEM in Bakersfield is still in the CEI chain which has included, now merged, POMONA BUS LINES, SAN CLEMENTE STAGE LINES, HARVEY BUSES and CLAUS CHARTER BUSES. BAY CITIES BUS SYSTEM in Oakland and NORTH BAY CHARTER LINES in Petaluma, both now discontinued operations were part of the chain and CHANNEL ISLANDS BUS SYSTEM in Ventura is now a separate corporation. Operating locations and buses are included in the deal. Substantially all CEI employees will join ERS which is also contracting to complete CBS/PSL school bus contract obligations. This purchase, along with the sale about 18 months ago of ROESCH LINES school bus operations in San Bernardino, Riverside and Palm Springs along with the sizeable ASSOCIATED CHARTER BUS COMPANY, CALIFORNIA SIGHTSEEING TOURS, INC. and PALOS VERDES SCHOOL SERVICE fleets and scope of operations makes ERS one of the nation's largest private school bus contractors.

CITY OF SANTA FE SPRINGS FREE TRAM (COSFS)

SANTA FE SPRINGS: COSFS, operated under contract by MONTEBELLO MUNICIPAL BUS LINES, is now operating expanded hours, weekdays from 7AM until 7PM and from 9AM to 6PM on Saturday, Sunday and holidays over the same routings.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Though not shown on the initial Daly City system timetable, a Saturday only Shoppers bus is being operated. Designated 21A-KING/CALLAN-21B-SERRAMONTE SATURDAY SHOPPER and runs from Serramonte via Center circulation road, Gelbert and King to Callan, thence return to Serramonte via Callan and Serramonte Blvd. The service is offered over a clockwise loop route consisting of the southern portion of 21A southbound and the central portion of 21B northbound. The Daly City service table (WT 2/77) should include one bus on a 21A/21B combination at a 30 minute headway except 60 minutes between 1201 and 100PM (operators lunch break). Equipment wise the 150 series TDH 5301s and 5303s and the one Flxible are used on the heavy San Mateo lines 40B/40C, 43A/43V and 43N while the leased GOLDEN GATE TRANSIT 5307s are used on "Express" lines 1C-PACIFICA, 3F-SOUTH SAN FRANCISCO and "Flyer" lines 3B and 3C-SAN BRUNO, all of which serve BART/Daly City. About half of the TDH4507s and 4509s (200-213,215 and 216-218) are out of service currently and the remainder operate in South San Francisco (Northern Division) and fill in in San Mateo and Redwood City (Southern Division). Three federal gants totaling $8 million will be received toward purchase of 74 new buses including 4 equipped with wheelchair lifts, bus stop signs, radios, shelters and washers/cleaners and for operational expenses and to keep fares at their current level. Present plans call for SAMTRANS to take over operation of GREYHOUND LINES-WEST commute operations along the Bayshore, El Camino Real corridors between Palo Alto and San Francisco and between Half Moon Bay and San Francisco. Express buses to San Francisco International Airport, BART/Daly City and downtown San Francisco are also planned. The commute plans within downtown San Francisco call for northbound buses to travel Potrero to Ninth or exit the Bayshore Freeway at 9th, follow 9th to Market to Spear returning via Market, Hayes, Polk, 10th to the freeway or Potrero.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: The SCAT Board has approved the first draft of a $2.2 million budget which calls for a 5 cent fare increase July 1st and a reduction of $150,000 in subsidies the county and cities will contribute as their share of operating costs. The propsed budget calls for no capital outlays and is about $1 million less than this years. The fare hike would bring the passengers share of paying for costs to the 25 per cent mandated by Senate Bill 1687 for subsidized transit operations in their 4th year. Directors also approved a draft of SCAT's short range transit plan covering changes in routes and service and outlines maintenance, financing and organizational alternatives over the next five years including the possibility of a county transit district. Directors discussed, but took no action on, a porposal by the City of Ojai to add a 600PM northbound trip from Ventura to Ojai and that a late night trip be considered to enable Ojai Valley citizens to participate in the cultural and recreational activities in Ventura.

STATE OF CALIFORNIA

SACRAMENTO: California Auditor General John Williams recently stated that California public transit systems are becoming increasingly dependent upon government subsidies to maintain and expand their service and in a financial study of 7 of the 75 properties in the state all were found to be operating in the red and four projected defi. cits which could not be met without increased operational or subsidy income. They presently retrieve between 11 and 39 per cent of their expenses from revenues compared to the national average of 54%. Among several suggestions on how to improve the subsidy picture was a recommendation that legislation be enacted allowing all systems to provide charter service. The 7 included AC TRANSIT, SAN DIEGO TRANSIT CORP, SOUTH COAST AREA TRANSIT, SCRTD, CITY OF MERCED TRANSIT SYSTEM and GOLD COUNTRY STAGE in Nevada County and SANTA ROSA TRANSIT DISTRICT.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: With the close of service on Friday February 25th Line 201-CONVENTION CENTER PARK/RIDE, the district's original Park/Ride operation ceased operation. The line began in November 1971 and in July 1973 had a maximum of 740 monthly parker/riders while during January 1977 there were only 53. Cars were parked in two parking annexes on the west side of Sentous Street across from the Los Angeles Convention Center. 201 worked out of Division 3 using 1121 series Minibuses assigned during the midday to Lines 200-CHINATOWN-OCCIDENTAL CENTER MINI-BUS LOOP and 202-OLVERA STREET-FASHION MART MINI-BUS LOOP. Due to declining business on these lines their headway is being changed from 8 to 10 minutely effective February 28th. RTD officials attributed the decline of Line 201 to the outlying Park/Ride lots and bus services and improved car parking facilities in the downtown financial center.

Line 426-LOS ANGELES-EL MONTE VIA VALLEY BOULEVARD was rerouted in El Monte via Valley, Tyler and Ramona Blvd into El Monte Station in order to serve the El Monte Mall.

As part of the campaign to promote the new Los Angeles International Airport Express Bus Operations two 3000 series S8M5303As (3000 and 3001) have been painted in a revised version of the "black window effect". In addition to black windows the entire body is painted including the aluminum white over chrome yellow with the color line on a slant from the top/front to the bottom/back. 3000 has "RTD AIRPORT EXPPESS" lettered along the slant.

Buses now appearing in the black window scheme include 1101, 2027, 2272, 2280, 2310, 2319, 2325, 2381, 3000, 3001 and 5513.

The RTD Information Center is now providing bus schedule information to the deaf and hearing impaired. The service, handled through a small teletype like machine permits people to seek information and receive it in printout form over regular telephone lines. RTD is the first transit system in the country to use the system which converts "tone bursts" from the keyboard to the telephone lines' frequency range. A special number, 1-800-252-9040, for this information service.

February 27th saw the first in a series of service frequency reductions aimed at cutting back operating expenditures by $7.5 million. The reductions are being implemented on lines which fall below the 20-passenger-per-hour rate considered average for the system. Night and base service weekdays, Saturday and Sunday was reduced on Lines 15, 32, 14/87, 142, 143, 425 and 434. Night service on 434-GLENDALE-PASADENA-CITY OF HOPE was shortened to terminate at Shamrock and Foothill in Monrovia.

SAN DIEGO TRANSIT CORP (SDTC)

SAN DIEGO: On February 7th Line 41-FASHION VALLEY-SORRENTO VALLEY-DEL MAR was extended northward from the Industrial Park area via Sorrento Valley Rd, Carmel Valley Rd, Portofino Drive, Del Mar Heights Rd and Camino Del Mar to 15th and connection with NORTH COUNTY TRANSIT DISTRICT. Line 41 was further changed to provide half hourly service to the Veterans Hospital. Line 33-IMPERIAL BEACH-OTAY MESA LOOP was changed to provide service in two directions along the loop line and Line 51-IMPERIAL BEACH LOCAL was extended to the International Border at San Ysidro.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: CVT, the new name for the former CHULA VISTA CITY LINES, sponsored a Lincoln's Birthday special Feb 11th by charging a penny a ride for the day in an attempt to acquaint the public with available services and to get a count of patronage by counting the coins. About 1800 riders use CVT buses daily.

MEXICOACH, INC. (MI)

SAN DIEGO: A Public Utilities Commission hearing was scheduled February 4th on MI's application for authority to transport passengers between San Diego and Calexico. The proposed service would begin at the San Diego AMTRAK station and travel via Interstate Highway 8 and California Highway 98 to Calexico ending at CALEXICO TRANSIT SYSTEM's office in the El Rey Hotel on Imperial Avenue. Proposed fares would be $7.50 one way and $13 round trip. GREYHOUND LINES-WEST who provides service between the two terminals by transfer in El Centro is protesting the application.

24 HOUR AIRPORT EXPRESS (HAE)

WHITTIER: HAE is seeking a renewal of its TCP-325 permit and as the permits are due for renewal any protests that have been filed mandate a public hearing. AIRPORT SERVICE, INC. filed a protest in detail alleging an illegal operation on a scheduled, per capita basis. The renewal form suggests the rate of $16 per hour or 32 cents per mile, however, ASI documented advertisements where HAE advertises on a per capita basis for scheduled trips to various airports in the Southland. A hearing will be held at a future time.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy) (MUNI)

SAN FRANCISCO: In an effort to reduce the potential for accidents aboard cable cars, MUNI has issued a brochure with ten suggestions for safety and comfort to cable car riders. Except for two "suggestions" - Do not touch bell signal cords, they are for the exclusive use of the conductor and gripman; and wearing of back packs, bed rolls, baby carriers or similar bulky objects is not permitted - the others are suggestions phrased as bits of advice. The Board of Supervisors Streets and Transportation Committee is now considering limiting the number of riders per cable car and cutting the running board standers to eight on one side and six on the other.

COMMUTER COMPUTER VAN POOL (CC)

LOS ANGELES: CC, the regional ride sharing organization, inaugurated expanded downtown Los Angeles Van service on January 14th with the arrival of the first of 50 new Dodge Sportsman vans featuring airline reclining seats, individual reading lights, air conditioning and overhead earphone jacks. From Orange County vans will travel to downtown from Cypress, Huntington, Placentia-Brea, Orange-Anaheim and Diamond Bar plus vans from Garden Grove and Huntington Beach to Northrup Corp. in Hawthorne and from Laguna Niguel to Rockwell International in El Segundo. Vans have been operated to the Mid Wilshire area from Mission Viego, Huntington Beach, Fullerton and Buena Park. While the driver pays nothing the riders pay a monthly fee varying from $49 to $63 depending upon distance traveled.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: RTD has awarded a contract for twelve P8M4905As to General Motors with expected delivery in April. 5 of the buses will permit improvements between Longmont, Boulder, Broomfield and Denver, 1 will allow RTD to operate "The Parker Stage" between Denver and Parker in Douglas County now operated under contract by a private company and 6 will be used to replace older 35 foot GMC buses being retired. Two new operating divisions, one in Boulder at 33rd and Arapahoe, the other in Longmont at Main and Florida with scheduled openings in 1978 are now in the design stages.

SEND US YOUR NEW ADDRESS WHEN YOU MOVE AS THIRD CLASS MAIL IS NOT FORWARDED AND YOU COULD MISS ISSUES OF WESTERN TRANSIT

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: HOUTRAN's 900 transit employees went back to work on January 18th following ratification of a labor contract which expires September 3, 1979 and includes a five per cent wage increase the first year and a three per cent increase plus a Cost Of Living adjustment. However, in the second year and the remaining 10 months of the pact it also provides for a wage increase should municipal employees be given an increase higher than the combination of the wage hikes and COLA. The contract also increases sick days to 12 annually, increases in insurance coverage, tool and uniform allowances and a proposal including a $200 performance award. To be eligible employees must work 425 hours per quarter and attend one safety training session. The City of Houston voted to cancel the management contract with RAPID TRANSIT LINES, INC., a subsidiary of NATIONAL CITY MANAGEMENT COMPANY, On February 11th the City Council authorized Mayor Fred Hofheinz to enter into a three year contract with HOUTRAN, INC., a new firm set up by Wilson C. Driggs of Dallas, a transit consultant, and former General Manager of DALLAS TRANSIT SYSTEM. He has been a consultant to the City of Houston at a yearly retainer of $45,000. RTL's contract paid $304,000 last year for a staff of 5 with a cost of living clause each year increasing the fee. HI will receive $285,000 this year for a staff of 4, but with the same COL clause. A general manager will be hired who will likely earn $100,000 per year and will have two assistants who will probably earn 50-60,000 per year. The city, in allowing Driggs to use the name HOUTRAN, INC. for his management firm, retained prior right to the name in the event the contract is cancelled. The City of Houston must use private management firms to run the company because federal law protects the right of transit workers to continued collective bargaining and Texas law restricts the city in its negotiations with labor unions.

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CLUB NEWS

Michael J. Campbell, WTS General Manager for the past three and one half years, has submitted his resignation during February as he moved from Los Angeles to accept a position with the RIVERSIDE TRANSIT AGENCY. His resignation was accepted with regrets and the organization's thanks for his valuable services during a difficult period. Mike's most recent accomplishment was the transfer of ownership from the organization to Joe Corbin of our first vehicle, former GLENDALE CITY LINES 8608, Yellow Coach Model TD3602/056, for restoration purposes. Edmund Buckley, Secretary, has volunteered to be the Acting General Manager while the organization looks for a new General Manager whose principal functions will be to conduct business meetings, arrange excursions and represent the organization to other groups and individuals. If you are interested please contact the Business Office.

SCRTD San Gabriel Valley brochures supplied through the courtesy of Neil Bjornsen.

Riverside Transit Agency brochures supplied through the courtesy of Cam Beach.

WT Editor — Edmund Buckley

Senior Staff — Robert Higginbotham, Warren F. Quon, John McKane, Jack Perry

Reporters — Ed Von Nordeck, Bob Burrowes, Cam Beach, Wilbur Sherwood

WTS Officers --
Acting General Manager and Secretary- Edmund Buckley
Treasurer- Todd Terpening
Librarian- Tom Helliwell

Business Address --
P. O. Box 46602
Los Angeles, CA, 90046

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
Fresno Transit	7701-7750	Flx	53102-8-1/62187-62236	
City of Longview (Wash)	4201-4205	Flx	35096-6-0/62337-62341	
Golden Empire Transit	4120-4127	AMG	9635B-8/566-573	
Omnitrans	1101-1118	AMG	10235B-8/085-102	
Tri Met (Portland)	1000-1099	AMG	10240B-8/526-625	
Orange Belt Stages	166,168	GMC	P8M4905A/1469-1470	
Smiths Charter Service	505	GMC	P8M4905A/1521	
Falcon Charter Service	56-59	GMC	P8M4905A/1598,1595-97	2-47,2-49s
Scenic Hyway Tours	6904	Pre	P102-2395-76	47 seater
Peerless Stages, Inc	313	Pre	P102-2361-76	42 seat, leased from Nevada Tahoe Tours,V-740 transmission
Nava-Hopi Tours	86	MCI	MC8/S11608	
Roberts Holiday Lines	616-620	MCI	MC8/-	
Greyhound Lines-West	1044-1069	TMC	MC8/-	43, RR
AC Transit	2200-2206	Mini	MED8002/1267-1273	Butcher block interiors
USED				
Melni Bus Service	3901-3902	MCI	MC5/5042,5051	Gem Tours 101-2
Scenic Hyway Tours	6905*	Pre	P102/2371-76	Odyssey 7602 *-named Mt. Sutro
Crew Transit, Inc.	(LA 1	Mini	MB711/-	unkn
	(LA 4	Mini	MBF-1D/439	APT 414
	(C114	GMC	TDH3612/083	Rock Isl-Moline CI 2920, 26 bucket seats
American Charter Lines	3901-3902	GMC	PD4106/995,2231	Universal Chtr 390 GLE 4741
Peerless Stages, Inc.	309-312	GMC	PD4106/111,897,-,083	GLOSF 313,322,-, 307
Metro Transit (Seattle)	unkn	GMC	TDH4517/055	MARTA 616
Omnitrans	(4832	GMC	TDH4801/243	RT 4832
	(5101	GMC	TDH5105/3267	SBTS 5101
SAMTRANS	(150	Flx	F2D6V401/51899	Metro(Seattle) 778
	(151-154	GMC	TDH5301/707,3113,3115-6	Metro -,775-777
	(155-159	GMC	TDH5301/3119-3122,3639	SMMBL 5317-5321
	(160-167	GMC	TDH5303/-	MARTA
DISPOSITIONS				
Travelier Charter	900,915	GMC	PD4104/3146,3182	Smith Charter
Goodall Chtr Bus Service	266	GMC	PD4104/4447	pvt party
CORRECTION				
Santa Barbara MTD	212-221	GMC	T6H4523N/1223-1232	

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WTS Meetings in March and April will be held in the Directors Room of the Pasadena Chamber of Commerce, 181 South Los Robles, Pasadena at 7PM on March 13 and April 10

SEND US YOUR ADDRESS IF YOU MOVE AS THIRD CLASS MAIL IS NOT FORWARDED - DONT MISS WT