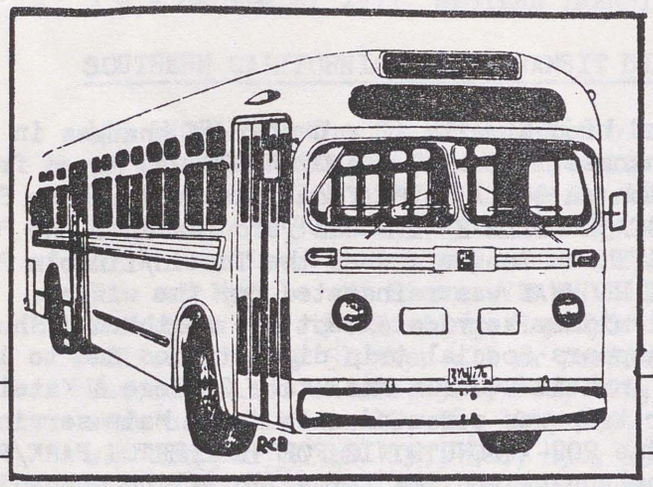


Western Transit

Monthly Publication of The Western Transit Society

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FRESNO TRANSIT (FT)

FRESNO: FT, over the period July 1st to September 1st, has been revamping its entire routing network and expanding bus service. All line numbers will have two digits except the 9 line which is really a short turn of the 49. Even numbers are north/south lines while odd numbers will be for east/west lines. 24-NORTH FRUIT AVENUE is the old Fruit leg of 4-FRUIT-EAST TULARE extended northward from Fruit and Shaw to Thorne Avenue while 26-PALM AVENUE is a combination of the Fig leg of old Line 8-FAIRGROUNDS-FIG-NORTH and the Palm leg of old Line 6-PALM-CLINTON with the Clinton leg discontinued as replaced by other services. 29-SENIOR CITIZENS VILLAGE-MALAGA is the old Ventura leg of 1 line and the former 14-MALAGA line. 32-WEST FRESNO-NORTHEAST FRESNO is generally former Line 3 along California, Fresno, Barstow Streets while 34-NORTH 1ST is generally former Line 5 which has been straightened to operate north along First to Alluvial and west to Blackstone and Pinedale. 35-OLIVE AVENUE CROSSTOWN is the former Line 13 which began in December 1975 and 41-SHIELDS AVENUE CROSSTOWN is the former 11 line with an extension along Shields, Chestnut and McKinley to the Fresno Air Terminal. Line 45-ASHLAN AVENUE CROSSTOW is a brand new line which starts at Dakota and Blackstone via Blackstone, Ashlan, Clovis, Shield and Fowler to Dakota. 49-SHAW AVENUE CROSSTOWN-HIGHWAY CITY is new and begins at Lola & Shaw via Shaw, First, Gettysburg, Cedar, Shaw, Clovis, Gettysburg and Fowler to Dakota. Westbound trips veer off Shaw along Motel Dr, State and Barcus to Shaw to serve the hotel/motel area north of downtown. 9-SHAW AVENUE which is a short turn 49 was extended east and north along Shaw, Clovis, 5th, Baron, 4th, Russell and 5th to Clovis to serve central Clovis.

CARPINTERIA AREA RAPID TRANSIT (CART)

CARPINTERIA: Using a small van this city began a pilot Dial A Ride program about 2½ years ago. In November of 1976 they purchased a new Dodge Tradesman Van and expanded service considerably. During morning and evening commute hours the van travels a fixed route and in midday functions as a Dial-A-Ride. During fixed route operation the van leaves the Teamsters Building on Carpinteria Blvd at 648AM, 801AM, 901AM, 353PM, 503PM and 603PM traveling over a myraid of streets also traveling to the Summerland Post Office connecting with SANTA BARBARA TRANSIT DISTRICT buses. Demand responsive service operates between 930AM and 330PM also serving GREYHOUND LINES street stop at Carpenteria Blvd and Maple Avenue. The service which is offered to all residents of the Carpinteria Valley is free to those under 6 years and over 60 years and 25 cents to all others.

LOS ANGELES DIAL A RIDE

LOS ANGELES: Contracts will soon be awarded to again provide DAR service in the Hollywood, Wilshire-Westlake and Beverly-Fairfax areas operating six days per week with a 24 hour advance reservation. Most of these programs were halted last year with the demise of YELLOW CAB.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The September Shake Up took effect and brought with it a number of changes in the Park/Ride program along with several other changes. Line 30-ORANGETHORPE was moved from Division 3 to Division 4 while the summer extension on 38-LA PALMA from Leisure World to Seal Beach was discontinued for the winter. Line 49-STATE COLLEGE BLVD was rerouted into the Brea Mall, 71-MALL OF ORANGE-IRVINE INDUSTRIAL VIA TUSTIN no longer serves the Tustin/Lincoln Park Ride Lot and 82-WEST NEWPORT-U C IRVINE VIA COAST HIGHWAY was reinstated for the winter. Line 201-SAN CLEMENTE-FULLERTON PARK/RIDE had all midday service except one northbound Shoppers Special trip and one southbound afternoon Shoppers Special trip discontinued due to lack of ridership. The line was also rerouted out of Anaheim Stadium and State College & Katella buses staying on the freeway but one commute hour trip was rerouted onto North Main serving the Santa Ana Fashion Square-Union Bank area. Line 202-AERONUTRONIC FORD-FULLERTON PARK/RIDE was discontinued without replacement due to low patronage and its former interline companion 204-FULLERTON-IRVINE PARK/RIDE, now combined with 201, was extended southward from Aeronutronic Ford to Newport Center and rerouted onto MacArthur in lieu of Red Hill, Bristol, Campus between Red Hill and Mac Arthur & Campus and Mac Arthur. 260-LONG BEACH-WEST COUNTY-SANTA ANA, now operating out of Division 4 and combined operationally with 60, was rerouted off the Garden Grove Freeway via Valley View, Lampson and Knott returning to the freeway and service along Trask between Beach and Magnolia and off freeway stops at Harbor Boulevard were discontinued. Line 271-ANAHEIM HILLS-IRVINE-NEWPORT CENTER PARK/RIDE had its Anaheim Hills Park/Ride Lot moved to Canyon General Hospital at Riverdale and Lakeview with buses routed along Riverdale to Tustin to the Tustin/Lincoln Park/Ride Lot, then former routing to Red Hill and Mac Arthur, thence Mac Arthur to Campus, thence former routing to Newport Center. Line 29 BEACH BOULEVARD was rerouted out of La Habra Fashion Square while 37-EUCLID STREET was changed in Huntington Beach.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: The San Bruno Division experienced several routing changes with the institution of former Greyhound service (WT 8/77). Line 3B-SAN BRUNO FLYER, this limited stop service from BART/Daly City to San Francisco International Airport via San Bruno/Tanforan was replaced in part by the northern portion of Peninsula Mainline 7A-BART-PALO ALTO VIA AIRPORT and service on Sneath Lane from I-280 to Tanforan Mall and I-380 was dropped. 3C-SHELTER CREEK FLYER a weekday peak only line from BART to the Shelter Creek and Crystal Springs apartment complexes was redesignated 3C-CRYSTAL SPRINGS EXPRESS and headways were lengthened from 20 to 30 minutes. 30A-MILLBRAE MEADOWS is no longer thru routed from San Bruno S.P. with 32S-SKYCREST and extended north instead via former 32P route to Tanforan Mall and cutback south in Millbrae at Center instead of Millbrae S.P. Route is from Tanforan south via Huntington, San Bruno, 3rd, Angus, Huntington, San Felipe, San Anselmo, Landing, Center and Broadway looping clockwise by Millwood, Barcelona, Laurel, Helen, Mosswood, Ridgewood, Lomita, Santa Florita, Park, Magnolia and Millwood to Broadway and return to Tanforan. Midday service (9AM-2PM) reduced from 30 to 60 minutely Monday-Saturday. 30B-PACIFIC HEIGHTS, this San Bruno-Pacifica intercity line now terminates at Pacific Manor Shopping Center looping clockwise Manor West Center circulation road, Aura Vista and Palmetto to Manor instead of doubling back on itself as 31F-FAIRMONT from Pacific Manor to Westview Shopping Center via Fairmont Shopping Center. Also rerouted on eastern end in San Bruno. Midday service on both 32P-PORTOLA HIGHLANDS and 32S-SKYCREST reduced from 30 minutely to hourly and both lines extended northward to Tanforan Mall.

WTS MEETING DATES: September 11, October 9, November 13 730PM Pasadena Chamber of Commerce Board Meeting Room, 182 South Los Robles, Pasadena, California.

Plans for October meeting include showing of the UMTA sponsored movie "Innovations" subject to securing the film from UMTA and a 16MM projector

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The fourth and fifth rounds of service reductions in order to keep district operations within the agency's financial limitations occurred on July 10 and 31. On the 10th night service on Lines 426, 482, 484, 486, 487, 488, 491 and 493 was reduced from 30 minutely to hourly while all service was discontinued on 430, 451 and 453. Daytime service was unchanged. 428 night service now operates only between Live Oak and Myrtle and Sierra Vista while 438 night service runs between Loma Alta and Fair Oaks and the Hastings Ranch/Santa Anita Fashion Square area. 40 lines were involved on July 31 when all or partial weekend service was reduced. Saturday service was cancelled on 161, 306, 821, 825, 827, 831, 842, 844 and 846. Sunday schedules were cancelled on 10, 78, 101, 169, 303, 304, 353, 354 and 359. All weekend service was dropped on 16, 153, 424, 430, 431, 434, 441, 443, 445, 446, 449, 451, 452, 453, 454, 838, 861, 867, 869, 870, 872 and 874. Plans to discontinue weekend service on 813 and 875 were delayed until at least the fall season.

Line 515-WILSHIRE DIST-SAN FERNANDO VALLEY FLYER was rerouted August 1 no longer serving the Sunset Strip Great Western Savings but instead is routed Balboa, Ventura Fwy, Hollywood Fwy, Vineland, Ventura (stopping at Studio City Park/Ride Lot), Cahuenga, Highland, Beverly, La Cienega and Wilshire to Hamilton.

Alterations were made on Airport Express operations on August 7th. Line 776A was scheduled to begin serving the New Otani Hotel at 1st and Los Angeles Streets in the Little Tokyo district (hotel opening now delayed until September 1) while the C leg was extended to provide service to Gala Inn, Figueroa Hotel, L. A. Convention Center, Holiday Inn-Convention Center, Kent Inn, Imperial 400, Downtowner and Holiday Inn-Downtown. Line 777-LAX-HOLLYWOOD-SAN FERNANDO VALLEY EXPRESS now has a special $1 fare from Hollywood points to the Sheraton Universal Hotel connecting with courtesy transportation to/from Universal Studios Tour and Universal Amphitheatre.

Line 161-WESTLAKE VILLAGE-CANOGA PARK was changed August 15th to operate along Ventura eastward from Topanga Canyon to Canoga, north to Oxnard, west to Topanga Canyon and then regular route to Topanga Plaza to serve the growing industrial areas in the west San Fernando Valley.

Also changed was Line 607-LA TIJERA BLVD FREEWAY EXPRESS to operate along Centinela, Green Valley Circle, into and thru Fox Hills Mall and Sepulveda rejoining the route at Manchester. Service hours and service frequency remained the same.

Line 860-LONG BEACH DISNEYLAND RIVERSIDE has been operating closed doors thru the city of Corona since August 1st because of unresolved difficulties between RTD and the city over payment of a $11,388 subsidy for the 1977-1978 Fiscal Year (Ed Note-last year similar difficulties caused a surcharge to be added to fares of patrons originating or terminating within the city).

A new subscription line and the first to be worked from Division 7, 514-WILSHIRE DISTRICT-HOLLYWOOD-WOODLAND HILLS SUBSCRIPTION SERVICE, commenced August 15 providing service between the Blue Cross Insurance locations in Wilshire and Hollywood and the new Woodland Hills facility. The line has three routings and during the first week of operation four AM and four PM trips were operated weekdays and the plan calls for increasing the number of trips over a four week period after which permanent Sunday through Friday schedules will be established. Route 1 begins at Wilshire & Ardmore via Wilshire, Vermont to Sunset (beginning of Route ?) to Vine, Yucca, Argyle, Hollywood Fwy, Ventura Fwy, Canoga, Oxnard, Owensmouth, Erwin to Oxnard. Route 3 runs from Wilshire and Ardmore via Wilshire, Rossmore/Vine, Yucca and as Route 1 to Woodland Hills.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CURZ: The Beach-Mall free shuttle bus was reinstated for the 1977 summer season but with several changes. Instead of a Saturday route connecting the upper Pacific Garden Mall with the Beach/Wharf/Boardwalk recreational area and a Sunday route from the lower Mall and County Government Center parking area to the beach, a single route connecting both the upper Mall and Govt Center with the beach was offered weekends May 27 to June 26 and daily June 27 to September 5. Route is from Santa Cruz Transit Center at Soquel and Front via Front, Cathcart and Pacific to Beach, looping counter-clockwise Beach, Cilff and 2nd to Pacific, then returning Pacific onto Pacific Garden Mall and looping clockwise Locust, Cedar, Mission, Water, Ocean, Dakota and Soquel to Front. Hours are 10AM-8PM using 1 Fleetwood on a 20 minute headway. On June 11 the Capitola Transit Center, the major transfer point for Lines 11-CAPITOLA RED, 12-CAPITOLA GREEN, 17-41ST AVE EXPRESS, 21-LIVE OAK RED, 22-LIVE OAK GREEN, 25-CABRILLO A and 26 CABRILLO B was shifted to an off street main entrance of the new Capitola Mall Shopping Center. SCMTD coaches 840-845 (1976 T6H4523Ns) have been equipped with traffic signal preemption actuators and are being used on the University/41st Ave Express/Live Oak main line. By depressing a foot button the operator can trip the traffic light at Soquel and Front and all converging coaches to depart the Santa Cruz Transit Center precisely on the hour and every 15 minutes thereafter.

TAHOE AREA REGIONAL TRANSIT (TART)

The two Checker stretchout station wagons have been disposed of replaced by a Dodge Sportsman and a Minibus MB711/246, both unnumbered by TART. The Minibus served on the TAHOE CITY-ALPINE MEADOWS-SQUAW VALLEY SKI BUS this past winter season and has had the exit door removed and the exit well made into a niche, accessible from the street side, for stowing skis. Air conditioned Mercedes 1 and 2 continue to provide base service on the hourly NORTHSHORE-WESTSHORE VIA TAHOE CITY main line. For failure to provide additional parking facilities in connection with a newly installed ski lift, the operators of the vast Squaw Valley ski complex are to be assessed $23,447 yearly by Placer County to pay for buses as a variance to parking requirements. Details of such service have yet to be worked out but there is speculation they may eventually join forces with TART which is operated by Placer County.

CITY OF SOUTH LAKE TAHOE (COSLT)

SOUTH LAKE TAHOE: Four more former AC TRANSIT TDH 4507s have been added to the original five (see Equipment Report). Former AC 1772 (4507/1504) was also acquired and repainted in CSLT light blue belt, white roof and sash and silver lower but not lettered or numbered and is stored out of service with 3018 and 3020 of the original lot. Three 4507s are required on the M-STATELINE-D ST-MAINLINE (with 2 more on the winter only Stateline-Heavenly Valley Ski Bus). One each of the six Mercedes are required for A-TAHOE VALLEY AREA, B-GLENWOOD AREA, C-STATELINE-TAHOE VALLEY GRAVEYARD (Night) and D-STATELINE-GLENWOOD/AL TAHOE GRAVEYARD services.

CITY OF LIVERMORE (COL)

LIVERMORE: The City Council has approved spending $150,000 for the local matching fund share of a four line local bus system with half hour headways during commute hours and 45 minutely otherwise. All four lines would fan out from the downtown area. AC TRANSIT presently operates BART connector line U-LIVERMORE-PLEASTON-BART/HAYWARD and discussions have concluded that the cost of the service desired would be $400,000 annually, 3/4 coming thru Transportation Development Act funds as long as AC provides the service unless the Metropolitan Transportation Commission determined that AC is unable to provide adequate service.

GREYHOUND LINES, INC. (GLW)

SAN FRANCISCO: GLW raised one way intercity passenger fares 5.2 per cent August 8th following approval by the Public Utilities Commission. The minimum fare of 60 cents was not affected. The Los Angeles-San Francisco fare went from $20.63 to $21.70, Los Angeles-Sacramento from $20.13 to $21.18. CONTINENTAL TRAILWAYS SYSTEM companies have now requested a similar rate increase.

TRANSIT IN VENTURA COUNTY

Ventura County Supervisors have voted to continue funding of SOUTH COAST AREA TRANSIT until the end of October while negotiations on the county's request to join the system continue (WT 7/77). SCAT Board members renewed the contract of General Manager Peter Drake for another 3 years with no change in annual salary of $32,604.

The THOUSAND OAKS/CAMARILLO/VENTURA BUS SERVICE routing and schedule was changed on August 8 including shortening of the line to terminate at Buenaventura Fashion Center and advertising SCAT connections although transfers are not exchanged. One way travel time is now one hour and schedules have been adjusted to allow connections with RTD, Thousand Oaks Bus, Camarillo Bus and SCAT. Fares were adjusted in the SCAT service area to be compatible (35 cents for any travel in Oxnard or Ventura).

SIMI VALLEY TRANSIT will soon be purchasing two used buses thru AMERICAN INTERNATIONAL BUS EXCHANGE to tide the system over until five new buses can be purchased. In conjunction with Ventura County SVT will, September 6, begin operating a new service to Moorpark College, College Park and the community of Moorpark. The service would be hourly six days per week and would connect with the A and B lines at Madera Rd and Tierra Rejada Rd near the K Mart.

The City of Ojai plans to institute its first intra city bus service (one loop type line beginning at the Post Office (SCAT connection) operating once an hour charging a quarter (seniors and children 15 cents). $15,000 has been budgeted for the first year and the city is now lining up a force of volunteer drivers.

TRANSIT IN RIVERSIDE COUNTY

The SUNLINE TRANSIT AGENCY has received its 12 Flxible 35096-6-1 buses and current plans call for inauguration of the backbone route (Desert Hot Springs to Thermal) to begin in early September with the local city lines to begin later. Riverside County Supervisor Al McCandless has been elected Chairman of the agency.

RIVERSIDE TRANSIT AGENCY will move its operations, maintenance and administration staff into a combined location, a former trucking company operating yard at 1825 3rd Street in Riverside about September 1. A new service, Line 22-PERRIS-MEAD VALLEY-RIVERSIDE, will be operational in late October. Service will operate from Perris through the Good Hope area, Mead Valley, Woodcrest and into Riverside using a small bus on a two hourly headway. The fare is expected to be 50 cents each way. Line 21-JURUPA LOOP has become so popular that a formal request has been made to use a 20 passenger bus in place of the 9 passenger van presently being used.

The BANNING MUNICIPAL TRANSIT SYSTEM, using two early vintage Minibuses acquired from Leisure World about 4 years ago, has had one of the little buses sidelined by the Highway Patrol and has acquired a TDH 4512 from LAKE ELSINORE TRANSITSYSTEM (former Sacramento 113) for a token fee of $600. LETS has taken delivery of three Argosy buses and was able to release the larger bus.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The CV City Council has applied for a state grant of $81,310 to start a Dial A Ride system for seniors and disabled using a van equipped with a wheelchair lift. The money would be used to purchase the vehicle with a two way radio and for first year operating expenses. $27,000 is expected to be the first year revenue with a $1 fare to be charged. Any senior living more than 1/4 mile from a regular bus stop and a disabled person anywhere in the city will be eligible for the service.

THE BUS THAT GOES IN CIRCLES, INC. (BIS)

SAN DIEGO: A new tour bus company has arrived on the San Diego scene which functions as either a narrated tour or one has the option to get on and off at selected locations proceeding at your own speed. The route is a large two way loop connecting downtown with Harbor excursions, San Diego Airport, Harbor Island, Shelter Island, Mission Bay, Sea World, Old Town, Mission Valley Hotel Circle, San Diego Zoo, Balboa Park and museums and downtown. Total route time is 2 hours covering 37 miles. Fares are $5 for adults and $3 for children, those over 65 and active military. Buses operate daily and the first trip of the day leaves the Westgate America Hotel at 822AM (counter-clockwise trip) and 829AM (clockwise trip) with a two hour headway until the last trip at 622PM (629PM). BIS passes are valid for three days and downtown pick up points are Westgate America, U. S. Grant, Travelodge, El Cortez, Pickwick, San Diego and AMTRAK Depot.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The Comprehensive Planning Organization in studying transportation in the San Diego area concluded that consideration should be given to some form of Dial A Ride or para-transit, that direct service between Imperial Beach and North Island is needed and that better land use planning is needed to keep jobs and shopping areas near residential areas to avoid long transit rides. The City of San Diego is currently running some DAR type service within the city using SDTC Mercedes buses and SDTC officials have indicated that experience has shown service between Imperial Beach and North Island via the Strand, when operated, was under utilized. A new photocard identification pass for seniors and handicapped persons will soon replace the existing blue/gold discount cards. Lines 38-HARBOR ISLAND-BALBOA PARK and 52-SOUTH MISSION BEACH-POINT LOMA will soon be discontinued due to very low ridership.

CALEXICO TRANSIT SYSTEM (CTS)

CALEXICO: The city has voted to subsidize CTS for six months at a monthly cost of $1500 with a proviso that a 35 cent fare be charged seniors, handicapped, students and welfare recipients (unknown what fare others are charged) and that service be available at 15 minute intervals from 8AM until 7PM.

CITY OF CORONA DIAL A RIDE (CDAR)

CORONA: The County of Riverside has agreed to pay for expansion of DAR service into county territory with Home Gardens starting August 1, Coronita September 1 and El Cerrito about October 1. The city is now preparing a supplementary application to UMTA for purchase of 3 more small buses, one for Corona and the others to replace buses owned by the county which will be used temporarily. The council also approved agreement with RTA and Dave Systems, Inc. to expand current contract which covered Corona only.

CROWN AIRPORT COMMUTER (CAC)

LOS ANGELES: CAC has assumed operations from the John Thompson Enterprises' AIRPORT COMMUTER and now operates two routes, ARCADIA-PASADENA-GLENDALE-HOLLYWOOD/BURBANK AIRPORT and JPL-LA CANADA-HOLLYWOOD/BURBANK-L A INTERNATIONAL AIRPORT. 16 round trips are operated on the Pasadena line half of which originate/terminate in Arcadia and 13 trips are operated on the LAX line restricted against handling passengers between LAX and Pasadena or Arcadia to protect AIRPORT SERVICE, INC. operating rights. One way fares range between $2 and $4.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: CT opened bids on July 21st for 100 35 foot propane powered buses and only one bid was received, from Gillig for the Gillig-Neoplan bus priced at $89,991.30. Gillig is presently producing an order of 82 similar coaches at this time (See Equipment Report).

PEABODY BUS LINES (PBL)

LOS ANGELES: In cooperation with Irvine based realtor Herb Brown PBL is seeking a minimum of 33 persons who would agree to travel together between new housing developments in the Riverside/Corona area and the Irvine Industrial Complex. Proposed fare would be $21 per week. Brown has indicated that neither ORANGE COUNTY TRANSIT DISTRICT nor RIVERSIDE TRANSIT AGENCY was interested in providing such service.

NEVADA TRANSIT COMPANY (NTC)

RENO: Effective November 3, 1975 midday service on lines 5-VILLAGE SHOPPING CENTER-IDLEWILD/6-SOUTH WEST RENO and 7-NORTH WEST RENO/8-STERLING VILLAGE was dropped with operating hours (Monday thru Saturday) from the Center Street Bridge as hourly 7AM-10AM and 2PM-7PM for 5 and 7 and 730AM-1030AM and 230PM-730PM for 6 and 8. The two Flxettes (9 and 10) provide base service on these lines with one of NEVADA CENTRAL MOTOR LINES 50 series Dodge Maxivans as the back up unit.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The RTD Board recently awarded The Flxible Company a $3,977,160 contract to provide 55 medium size air conditioned buses (model 35096-6-1) including 18 with wheel chair lift devices and a wheelchair tie down device inside the bus. 36 of the buses will be used in Boulder replacing older buses now in service. The first regular public transportation linking Nederland with Boulder was instituted under a contract operation wherein Bob Bentley of the Nederalnd Chamber of Commerce operates a Plymouth Voyager Van providing two commute hour round trips each morning and afternoon with special service to be operated midday, Friday night and on weekends. A $36 monthly subscription rate will be charged with individual patrons being served on a seating available basis for $1.50 each way. Using a fleet of a dozen new P8M4905As RTD has taken over operation of service between Denver and Longmont formerly run by DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY, INC., a Continental Trailways system company. A two hour headway is provided between 7AM and 7PM with a maximum one way fare of $1. A new grid pattern to be implemented through six sectors of metropolitan Denver during 1977-1978 placing a majority of local services on major north/south and east/west arterials will be introduced in Northeast Denver this fall. Neighborhood circulation services will provide connections to/from the grid system.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Santa Clara County Trnst	601-682	Gillig	PT-477P-35/4601-4682	
Austin Transit System	500-517	AMG	9635A-6/280-297	
Golden Empire Transit	4120-4127	AMG	9635B-8/366-373	Correction
Dial Your Ride	(unkn	Argosy	B20R6V/2083-2084	
	(		B22H7V2087	Whhel chair lift
	(		B20R7V/3020-3022	
	(		B22H7V/3023	Wheel chair lift
Oregon Dept of Transp	unkn	Argosy	B24R7V/3024-3026	
Corona Dial A Ride	(unkn	Argosy	B24H7V/3027	Wheel chair lift
	(		B20R7V/3058-3060	
Lake Elsinore Transit	(unkn	Argosy	B24H7V/3057	Wheel chair lift
	(		B24H7V/3062-3063	" " "
City of Morro Bay	(unkn	Argosy	B20R7V/3065-3066	
	(		B22H7V/3067	Wheel chair lift
Panorama City(Lacey,WA)	unkn	Argosy	B24R7V/3071	
USED				
Yosemite Transp System	(77	GMC	PD4107/734	OTCo 0-461
	(78-79	GMC	PD4107/736-737	MCC M144-145
West Valley Chtr Lines	471	GMC	PD4107/471	GIW 1709
City of South Lake Tahoe	(3023A,3025,	GMC	TDH4507/1485,1487,	AC 1751,1756,
	(3026		1540	1829
Banning Muni Transit	113	GMC	TDH4512/1270	LETS 113
Scenic Air Lines	4-6	GMC	TDH4517/508,7,6	LVTS4511,06,09
SAMTRANS	132-137	GMC	TDH4518/003-5,9,11,13	MARTA 725-7, 731,33,35
Las Vegas Transit System	(4517-4519	GMC	T6H4521A/248-250	SVBL 401-403
	(4871-4873	GMC	TDH5303/3117,3150,4059	Leeward 706-8
Sierra Lines	unkn	GMC	SDM5301/458	TNJ R781
Western Charter	871	GMC	SDM5302/300	
DISPOSITION				
AC Transit	1772	GMC	TDH4507/1504	to City of South Lake Tahoe
Orange County Transit	(2371-2372	GMC	TDH3714/282,501	for sale
	(2451-2453	GMC	TDH4509/747-749	for sale
Commerce Muni Bus Line	312	GMC	TDH4509/744	pvt party
Seattle Metro Transit	460	GMC	TDM4509/332	pvt party

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