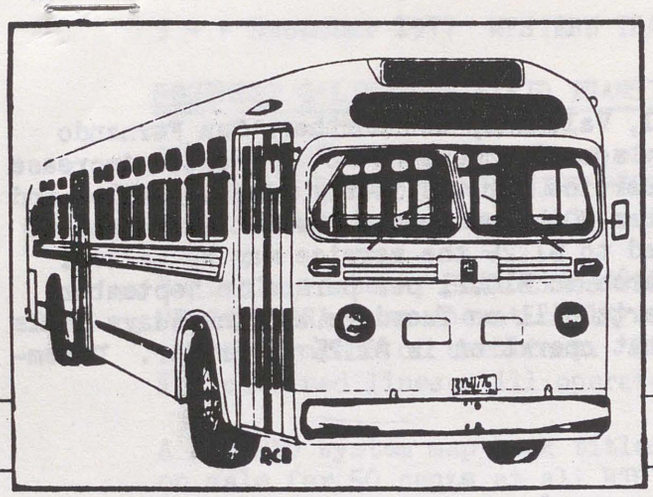


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 No. 12 December 1977

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City Public Utilities Commission will soon apply for $7.5 million in operating assistance from the Urban Mass Transit Administration and has revised transfer privileges on the new Line 78-GOLDEN GATE PARK which will allow patrons who used MUNI to get to the park and possess transfers to ride Line 78 all day. Passengers without transfers will pay a 5 cent fare for each trip. $123.6 million has been earmarked by the federal government to assist MUNI in purchasing five advance design transit buses equipped with wheelchair lifts, extend the M-OCEAN VIEW line from Broad and Plymouth to BART/Balboa Park, finance purchase and installation of new rails on the J-CHURCH, K-INGLESIDE, L-TARAVAL and N-JUDAH lines, make repairs to Twin Peaks Tunnel and provide fare collection and passenger guidance equipment. A 268 page Planning-Operations-Marketing Study (POMS) conducted for MUNI by Wilbur Smith and Associates is recommending a greatly revised route network for MUNI in addition to a set of service standards designed to insure all areas of the city receive transit, proposed transit preferential treatment for 25 miles of congested streets used by 23 different MUNI lines, new maintenance and operating practices and a five year financing and implementation plan. A series of 60 neighborhood meetings are planned through the spring for citizens comments, then PUC hearings followed by Board Of Supervisors hearings with initial action in July or August. POMS suggests axing 32 midday routes while retaining 50 others. The midday recommendation primarily consolidates radial downtown service to high volume and improves feeder service connections. Express services from six transportation corridors would be handled by Line 30-STOCKTON EXPRESS from the Marina and Third Street corridors, 38-GEARY LIMITED from the Richmond corridor, MUNI Metro would serve the Twin Peaks and Haight-Sunset corridors and J-CHURCH and BART will serve the Mission corridor. In improving downtown service from the Marina 30-STOCKTON would be routed to the shopping district, 30-STOCKTON EXPRESS to the financial district and 41-UNION to the center of downtown. Additional commute hour service is recommended including 40-COMMUTER and new lines 1-CALIFORNIA EXPRESS, 3-JACKSON EXPRESS and a new Park Merced shuttle to the M-OCEAN VIEW line. Changes are also suggested in evening and Owl service. The first change in charter rates since 1964 was recently inaugurated. Under the schedule motor coaches, trolley coaches, streetcars and motorized cable car are $35 an hour for the first three hours, $20 per hour thereafter. Minimum charter time to be one hour for motor coaches, three hours for all other vehicles. Cable cars and Car No. 1 will be $70 per hour for the first three hours and $40 an hour thereafter.

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: The city has awarded a $91,987 contract for two Mercedes Benz 0309D buses equipped with wheel chair lifts for the city's Dial-A-Ride program which now uses MMBL 26, a TDH 3501, painted up in Bi Centennial colors. Line 10-WHITTIER BOULEVARD is now terminating in Pico Rivera at the new MMBL bus terminal on the site of a former gasoline station at Passons and Jackson. Line 60-PARAMOUNT BLVD passes by the facility.

SANTA CLARITA VALLEY BUS SERVICE

NEWHALL: This two route system serving Saugus, Newhall, Valencia, the northern San Fernando Valley and several canyon areas may come to a halt very soon if there is not a drastic increase in ridership. ANTELOPE VALLEY BUS, INC. operates the service for the County of Los Angeles and they have been advised by the county that if, by November 30th, patronage has not increased to the point where the subsidy per passenger can be reduced to $1.25 the service may be halted. Subsidy amounts have ranged from $4.51 per person in March to $10.21 per person in September. Service also operated by AVBI in Palmdale/Lancaster/Quartz Hill on Tuesdays and Thursdays hauls an average of 500 people per day and the subsidy for that operation is $1.25 per rider. December 13th would be SCVBS first birthday.

LOS ANGELES COUNTY DIAL A RIDE SYSTEMS

LOS ANGELES: Dial-A-Ride, due to revive local operations early next year will serve an expanded territory with at least one vehicle equipped with a wheelchair lift and an improved dispatch system, but the hours will be shorter (8AM-5PM Monday-Friday) and a new computerized dispatch system is planned to allow passengers to make reservations 24 hours in advance or use a subscription system for a standing order. The contracts which have been bid upon by several firms will be approved by the City Council next month and implemetation is expected within 6 weeks. Money for the renewed DAR was provided through federal funds from the Public Works Employment Act-Title II and a total of $286,000 will fund the operations from signing of the contracts for one year. Boundaries of the three service areas will be: Beverly/Fairfax-Santa Monica Boulevard on the north, Highland/Longwood on the east, Venice Blvd on ths south and Robertson Blvd/Beverly Hills city limits/county area on the west; Hollywood-East Wilshire-Franklin on the north, Hoover on the east, Wilshire on the south and Highland on the west; Westlake/West Adams-Wilshire on the north, Broadway on the east, Adams/Venice on the south and Highland/Longwood on the west.

The Los Angeles County Transportation Commission has approved a DAR program for the Mar Vista/Venice area beginning early in 1978 designed for senior citizens featuring a 15 cent fare and advanced reservations only. $178,113 has been allocated for the first year and interested bidders for contract operation are now being contacted.

The Compton City Council is seeking a $85,000 from the CTC to fund a 1 year pilot program DAR. Pending grant approval the city would negotiate with an area taxicab firm using specific vehicles readily identified as DAR vehicles. Annual cost is expected to be $104,500 with fares in the 35-50 cent range to make up the $20,000 difference.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: The SCAT Board has now seated County Supervisor David Eaton as the county representative after negotiations worked out compromises on insurance coverage and liabilities and the vote-weight of each contributing member is to be based on the annual contribution rather than on a population basis. The City of Oxnard still remains the major voice (40%) while the county will be 13%, Ventura, Santa Paula, Ojai and Port Hueneme dividing the rest. SCAT has formally approved a contract to deliver 11 new buses including 2 with wheelchair lifts. A public hearing is scheduled for January 11 to discuss elimination of the SILVER STRAND BEACH line which even in the summer is lightly patronized and divert the vehicles to a line to OXNARD COLLEGE which has often been requested.

OJAI BUS SERVICE (OBS)

OJAI: OBS has finally begun operation using a bus (make/model unknown) purchased from SCAT on a circuitous loop within the city but patronage has been very light. To encourage ridership the 25 cent fare has been changed to a donation basis and the present loop type routing will be evaluated.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: With the close of service on September 9th Great Western Savings subscription line 505-WILSHIRE DISTRICT-SAN FERNANDO VALLEY FLYER was discontinued. One round trip weekdays only was being operated.

Beginning October 30th Lines 821-CERRITOS-WHITTIER-PICO RIVERA and 831-LAKEWOOD-PICO RIVERA were operationally combined, Beverly and Rosemead Blvds being the northern terminus of the lines. Service is operated hourly 600AM-700PM weekdays only. The combined lines still operates from Division 9 using 4000 series Flxibles.

A new RTD system map book titled "RTD BUS SYSTEM GUIDE" has been published and is on sale for 50 cents at all RTD ticket offices. The Guide contains seven individual sector maps and one multi page fold out system map. Also included is an index of bus lines (annes and numbers), general information on fares, express fares and Monthly Pass price list, map and information on Line 202-DOWNTOWN MINI-BUS LOOP and similar information on 205-WESTWOOD VILLAGE MINI BUS LOOP, a customer comment card and a ticket good for a one way ride on any RTD line except Subscription services.

Buses spotted recently in the black window paint scheme include 1118, 2244, 2251, 2257, 2263, 2269, 2382, 2387, 2509, 2510, 6500 and 6504. The Airport Express paint scheme has now been applied to 3000 thru 3005, 3008, 3011 and 3014.

A new line for the San Fernando Valley and the first to be Minibus equipped began operating on November 7th. Line 170-GRANADA HILLS LOOP operating out of Division 8 with one 1121 series Minibus operates over a one way loop half hourly 600AM to 630PM Monday thru Friday. Several Minibuses were reassigned to Division 8 and 1142 had the honor of being the first day bus. Beginning at Balboa and Midwood Dr from a connection with Line 156-BALBOA BLVD-WOODLEY AVE. via Balboa, Jolette, Lisette, Balboa, Orozco, Whistler, Orozco, Titian, Goya, Meadowlark, Jolette, Tuscan, Neon, Trosa, Daryl, Bradford, Nugent, Westbury, El Oro Way, Paso Pobles, Lorillard and Balboa to Midwood.

Three additional rounds of service reductions have taken place in the last two months The first, on October 16th, covered 14 lines. Line 151 and 169 had weekday headways reduced from 24 to 30 minutely while 153, 156 and 159 had their weekday headways reduced from 20 to 30 minutely. Lines 154 and 162 had weekday service changed from 22 to 30 minutely. Line 155 went from 20 to 44 minutely, Line 160 was reduced from 20 to 22, Line 168 was changed from 22 to 40 and Line 166 was improved from 22 to 20. On Saturday and Sunday Lines 151, 154 and 156 were changed from 20/40 to 30/60 while 157 was reduced from 20 minutely to half hourly. Line 166 was improved from 32 to 30 while its companion was reduced from 32 to hourly. Lines 303 and 304 lost night service after 700PM Monday thru Saturday and Saturday headways were altered from half hourly to 50 minutely.

On October 30th weekday headways on Lines 424, 431 and 432 were reduced from 20 to 30; weekday headways on 16 and 17 and weekend headways on 435 were changed from 30 to 40; Monday thru Saturday headways on 447 were reduced to 45; weekday midday and weekend headways on 482, 486 and weekdays all day on 825 were reduced from 30 to 60; 827 on weekdays was reduced 35 to 60, weekdays on 829 from 15/30 to 20/40 and night service on 452 and 454 in Pomona was eliminated.

On November 13th seven lines were changed - 75 weekdays from 10/20 to 15, 353 Monday thru Saturday from 20 to 30 and drop night service, 20 to 30 weekdays on 356, reduction from 40 to 60 on Lines 842 and 844 and reduction from 20/40 to 30/60 on 838.

RTD Continued

In response to requests and petitions from residents along Division Street in the Glassell Park to alleviate claims of pavement damage and houses shaking 1121 style Minibuses will be assigned to Line 430-EL MONTE-HIGHLAND PARK-GLASSELL PARK for a six month period beginning November 28th. More frequent service is operated on the line after last July 10th combinat on of Lines 43 and 430 and this combo has brought a 35 per cent increase in ridership. This makes the fourth RTD line, other than the 200 series "Minibus" lines with special fare structures, to use the small buses, the others being Lines 872 and 874 in San Pedro and the new 170 line in Granada Hills.

Sunday November 20th was "opening day" for the new Division 7 at 8800 Santa Monica Boulevard in West Hollywood as RTD unveiled its newest operating facility to employees and their families, area residents and local elected officials. Two years of construction and over $5 million resulted in the three story facility capable of handling 250 buses. Both the Transportation and Maintenance Departments are housed under a single roof. The ma n building is very spacious stretching 82 feet in width by 508 feet in length. The two uppermost levels accommodate employee parking while public parking is located on the buildings east side. The Transportation Department, located on the mezzanine level, includes the main lobby, community relations room, restrooms, operators assembly area, offices for the division manager, assistant division managers, division dispatchers and a conference room. The Maintenance Department is on the ground floor with a shop area accommodating up to 20 buses and tire and brake repair facilities. In the yard to the south are the bus parking area, fueling and interior bus cleaning building and automatic bus washing station.

METROPLOITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB is considering a Southern Pacific offer to sell the San Diego & Arizona Eastern Railway tracks and right of way for $10 million. SP has filed an application to abandon the 145 mile rail route linking San Diego and the Imperial Valley. Those efforts could take five years while a sale would fit in with MTDB's efforts to set up a light rail transit for San Diego as well as restoring rail freight service between National City and the Imperial Valley after necessary reapirs in the San Diego County-Imperial County portions which were virtually destroyed in a flood resulting from Hurricane Kathleen in 1976. MTDB plans call for immediate upgrading the tracks from the International Border to downtown San Diego for a light rail system and restoring freight service east of El Cajon upon repair completion. The cost of acquiring the line, purchasing trolley cars and establishing ten stations along the route is estimated at $40 million. Actual operation of freight service would be contracted to a railroad operator as the MTDB is only concerned with public transit. In addition to the commute service the line would continue by the Sports Arena and run east to Parkway Plaza in El Cajon, the freight operation would run on to the Gillespie Field area. Trolley cars using overhead electric lines would travel at 55MPH and operate every 15 minutes. The MTDB, the counties of San Diego and Imperial, the City of San Diego have all pledged specific amounts of money to hire experts to testify at ICC hearings that sale of SD&AE to MTDB is the preferred way to handle the problem. The MTDB Board has raised to $195,000 funds on a contract with the City of San Diego for a study to analyze the impacts of the rail system on downtown traffic, particularly the effect of restricting Broadway as a "transitway" with only MTDB trolleys allowed. If the MTDB does not take over the SD&AE it will then return to its orignal plan of trying to develop a light rail system over other routes or it may decide not to use any form of rail transit. In any event the legislation which created MTDB allows them until next June to decide whether rail transit is feasible.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: Plagued by a severe equipment shortage brought on by overextension of bus commitments (high base to peak in service ratio), extreme age of older buses, delivery delays in the 81 Gillig-Neoplan replacement coaches (10 had been delivered by mid November), persistant reliability problems with the propane fueled Twin Coaches and capped by a CHP safety inspection on October 15 which grounded 37 buses for correction of defects, the Transit District Board of Directors has taken emergency measures to bolster the sagging fleet. 25 thirteen passenger Dodge Sportsman Maxiwagons were leased for a six month period and placed in service in late October on the more lightly patronized lines. These vans have been assigned fleet numbers 40-64 (they were formerly lettered PINETREE TRANSPORTATION and numbered in the upper 300s - 50 is former 369 - PINETREE is a Long Beach based school bus operator with a fleet of mostly Dodge Vans and is now also buying 2 axle Crowns), are painted school bus yellow with white roof and olive green wheels and bumpers and have had the CT logo applied to their sides and ends. Since new fare boxes were not immediately available cash fares were not initially being collected by the operators. The Transit Executive was authorized by the Board to lease an additional 20 full size transit coaches, if available, for six months. The equipment shortage has resulted in many runs including some of the midday only 90 series lines being temporarily cancelled without notice. The Transportation Commission has recommended to the Board that the 300 replacement bus specifications be changed to call for a diesel instead of propane power plant despite the fact that the order for the initial 100 buses has already been awarded (pending UMTA capital grant approval) to Gillig/Neoplan with a propane fueled engine. Reasons cited by the Commission included cheaper fuel and maintenance costs of diesel and greater selection of coach suppliers. It is reported the 81 Gilligs will be primarily assigned to the North Division and they will temporarily replace the Twins which are now 4 years old and have over 200,000 miles and are due for major overhauls. Following completion of this program the older GMCs will be retired. The first Gillig/Neoplan was tried out in revenue service on Lines 22 and 83 on September 30th.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Beginning November 19th Saturday train service was instituted for the holiday season until December 31 between 8AM and midnight. Beginning January 7 permanent Saturday service will begin. Service is 15 minutely on the Concord-Daly City, Fremont-Daly City and Richmond Fremont lines to 7PM after which only the Concord-Daly City and Richmond-Fremont lines operate on 20 minutely headways. BART Express buses operated by AC TRANSIT under contract were also expanded.

OMNITRANS (OT)

SAN BERNARDINO: OT will hold public hearings during the month on two UMTA applications, the first for $2,388,010 in operating assistance during 1977-1978 and the second for $1,529,614 to finance a capital improvement program during the year consisting of purchase of 15 new large transit buses, 7 new Dial A Ride vehicles, 3 new automobiles, one pick up truck and a construction project to build a satellite maintenance facility in the West County area. The Transportation Committee of the San Bernardino City Council has recommended to council a "crosstown" loop along Highland Ave between Muscott and Victoria on a six month trial beginning December 5 with Yellow Cab Company using its 12 passenger bus operating the service under contract to OT. If the experiment proved successful the line would be incorporated into the OT system. YCC offered to run the line for 6 months at a cost of about $6000 less than the estimated OT operating cost. Service was recommended Monday-Saturday 6AM-7PM. Also suggested were extensions of Line 5 from 40th to 54th between Mountain View and Sepulveda, Line 3 a branch line on Highland from Muscott to Lincoln and extending Line 9 along Rialto Avenue west of Rancho.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: LBPTCo's new RTS-2 buses were placed into revenue service on October 30 on Lines 6-ATLANTIC, 7-ORANGE, 14-LEISURE WORLD-SAN PEDRO and 16-CROSSTOWN STREAKER. The buses are painted white with blue trim and lettering and have 47 cushioned two tone blue seats with contoured backs, a touch tape along window posts and at top of Luminator car card rack for standees which activates a chime, dark blue floors with white ICC line and trim, white ceilings and sides with simulated wood side panels, drak blue front dash, power steering, foot turn signals, two way radio, push parking brake, double air assist push bars of double flow rear door, electric head and side signs, extra vertical bars for standees (a standard LBPTCo practice) and the operator area is raised and the operator has a neutral tone plastic shield in back of him but no night curtain.

DOUGLAS BUS LINES, INC. (DBL)

LONG BEACH: After many years in the bus business DBL owner Marshall Gage has sold to new owners including William D. Bourne, now President and General Manager of DBL and formerly General Manager of SACRAMENTO REGIONAL TRANSIT DISTRICT. DBL plans to operate all the home to work commute routes it has with parlor coaches and is now in the process of selling the transit type buses in the fleet. The firm has also applied to the PUC for authority to operate home to work routes into Sacramento from points in San Joaquin, Yolo, Placer, El Dorado and Amador Counties, all areas beyond the PT service area, with weekly fares between $10 and $14 depending upon distance. CALIFORNIA SIGHTSEEING TOURS, INC. has applied to transfer to DBL certain of its routes including the Long Beach to Hollywood Park service. CST has authority for a number of race track services. The DBL buses now offered for sale are listed below:

Fleet Number	Model/Serial	Year	Notes
32	TD 3602/063	1941	Pasadena City Lines 8615
36	TD 3609/224	1946	Cook Transportation Company -
38	TD 3609/077	1945	RTD 6660
114	TD 4506/030	1945	Bayshore Transit Lines 652
122	TDH5103/553	1951	RTD 6422
201	TD 4506/164	1945	RTD 6263
203	TD 4506/782	1946	RTD 6357
204	TDH4801/020	1953	Transwest Transp 4803 (RTD 2919)
205	TDH4801/025	1953	Transwest Transp 4802 (RTD 2924)
206	TDH4801/035	1953	Transwest Transp 4801 (RTD 2934)
208	TDH4801/054	1953	Mark IV 1442 (RTD 2053)
209	TDH4801/063	1953	Mark IV 1441 (RTD 2962)
211	TDM4512/081	1954	PSCT H-512
212	TDM4515/137	1955	Metropolitan Coach Service 103
213	TDH4801/056	1953	Mark IV 1443 (RTD 2955)
703	TD 3609/163	1946	ELACIA 703 (STA 5642)
706	TD 3609/142	1946	ELACIA 706 (STA 5611)

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Line 5-LOS ANGELES-CENTURY CITY-VETERANS HOSPITAL was rerouted, beginning September 18th, in the West Los Angeles area. From the Pico and Pimpau Terminal buses travel Pico, Beverly Dr, Olympic, Century Park East, Constellation, Century Pk West, Olympic, Sawtelle, La Grange, Federal, San Vicente, Bringham and inside Vets Hospital via Eisenhower, Bonsall to Wadsworth Hospital. Half hourly weekday and Saturday and forty minute Sunday headways remain the same.

SOTO BUS COMPANY, INC. (SBC)

DOUGLAS, ARIZONA: A new city transit service commenced operating here recently, the first local bus service in Cochise County since ARIZONA PUBLIC SEPVICE abandoned its Bisbee-Warren city routes about five years ago. The service is self sustaining from the fare box with no subsidy from municipal or state government. The operator is SOTO BUS COMPANY, owners/operators of a similar city bus service in Nogales, Santa Cruz County, Arizona, also on the Mexican border. SBC operates two International/ Superior school type buses holding some 21 passengers each over two loop routes in the city at a 25 cent fare. There are no reduced rates for students or seniors. Exact fare is not required as change is made on board the buses. Cochise County Commissioners issued the franchise for this operation which runs seven days per week from 900AM until 600PM every half hour including service on holidays as this is a heavy tourist traffic border community in Gadsden Purchase country with Agua Prieta, Mexico just across the way. The firm also has Arizona intrastate charter authority.

NOGALES-BISBEE STAGE LINE (NBSL)

NOGALES, ARIZONA: NBSL, operators until recently of a daily service between Nogales and Douglas, Arizona via Bisbee, Patagonia, Hucachuca City, Fort Huachuca, Sierra Vista and Miracle Valley Bible Camp have suspended service. NBSL, CITIZENS AUTO STAGES (Tucson to Nogales), APIZONA BUS LINES, INC (Phoenix to Ajo) and TANNER GRAY LINE TOURS OF TUCSON, INC are all owned by the Morgan family interests. Service on NBSL was of late held down by a 33 passenger Flxible Starliner, fleet number 243 with CAS 45 passenger PD 4106s used on heavy days and holidays.

AIR COACH EXPRESS AIRPORT TRANSPORTATION (ACE)

HOUSTON: ACE, successor to AIRPORT GROUND TRANSPORTATION, is now in process of buying former Greyhound Lines MC5 buses and replacing their fleet of Flxible Starliners acquired from AIRPORT SERVICE, INC. several years. ACE 6101-6102 (also former ASI 6101-6102), serials 31086 and 31089 have been purchased by an unknown party and the 6300s are for sale. At least four MC5s have been observed (6420-6423) and 6422 is former GLW 2593 while 6423 is former 2567.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: As maintenance procedures are upgraded the number of sidelined buses continues to decline although former EL PASO CITY LINES, COUNTRY CLUB BUS LINES and LOWER VALLEY BUS LINE buses generally are assigned to lines of their former companies Former EPCL buses have been assigned to replace some LVBL TGH 3102s although a few remain in base service while others hold down school trippers and former CCBL 3610s are still working daily. In the near future seven special buses (make unknown) are due for handicapped service and at least 20 of SAN ANTONIO TRANSIT's 601-650 series.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: Beginning July 30 Line 1-RIO HONDO-BELLFLOWER was extended within the City of Bellflower on a large one way loop from Alondra and Woodruff via Alondra, Bellflower, Oak, Clark, Foster and Woodruff to Alondra. Line 8-ARTESIA-HAWAIIAN GARDENS was rerouted in HG from Del Amo and Norwalk via Norwalk and Carson to Bloomfield returning Carson, Long Beach Naval Hospital, Carson, Norwalk to Del Amo and regular route to Norwalk Square. Line 5-AIRPORT was also extensively changed to have only 2 pick up points in Norwalk, Saddleback Inn and Tahitian Village and the route was altered to Rosecrans, Clark, Foster, Lakewood, Artesia Fwy, Artesia Blvd, San Diego Fwy, Century, Airport and 96th to LAX Parking Lot C where direct free connections are made with LAX buses operated for the Department Of Airports by CREW TRANSIT, INC. using a fleet of former AIRPORTRANSIT Minibuses and Chevy Stepvans.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Santa Barbara MTD	222-241	AMGeneral	9640B8/321-340	
SAMTRANS	(400-443	AMGeneral	10235B8/103-146	40 seaters
	(500-529	AMGeneral	10240B8/1075-1104	47 seaters, 20 w/ lifts
	(			
Denver RTD	301-476	AMGeneral	10240B8/1105-1280	
Peninsula Charter Lines	324	GMC	P8M4905A/-	
Airporter	333	GMC	P8M4905A/1632	
Scenic Hyway Tours	(7421-7422	Prevost	LM103-2456-78,	
	(		LM103-2457-78	
USED				
Golden Gate Transit	(502-503	GMC	TDH3501/-	Stockton
	(504	GMC	TDH3714/287	GET 3704 (Bksfld)
Crew Transit, Inc.	(C113	GMC	TDH3610/251	AVBI 120
	(C116	GMC	TDH3610/1171	Monrovia 5655
Peerless Stages, Inc.	314-317	GMC	SDM5301/150,151,153, 155	Franciscan 176-179
Mission Trails Charter Service	604	GMC	SDM5301/449	TNJ R-772
West Valley Chtr Lines	97	Flxible	FD6W401-7/51942	Red & Tan 231
DISPOSITIONS				
Golden Empire Transit	4505-4506	GMC	TDH4517/110-111	to Unitrans, UC Davis
Tucson Transit System	1926	GMC	T6H4521A/347	to Indiana Univ
Greyhound Lines-West	9462	GMC	TDM4801/013	to Moments of Blessing Church-Sacto
Greyhound Lines-West	7212,8426	MCI	MC5/-	to Marin Airporter

% % % % % % % % % %

WTS STAFF

Editor — Edmund Buckley

Senior Staff — Robert Higginbotham, Warren F. Quon, Marvin Martin, John McKane

Reporters — Jack Perry, Richard Mendes, Henry Leinbach, James Lucey

WTS OFFICERS

Acting General Manager — Edmund Buckley

Treasurer — Todd Terpening

Librarian — Tom Helliwell

Business Address — P O Box 46402, Los Angeles CA 90046

1978 Membership Dues ($7.00) and Subscriptions ($6.00) are now due and payable. A renewal notice was mailed out with the November issue of WESTERN TRANSIT.

Upcoming meetings - 730PM, Board Room, Pasadena Chamber of Commerce, 182 South Los Robles Avenue in Pasadena, California -- December 11, January 8, February 12.