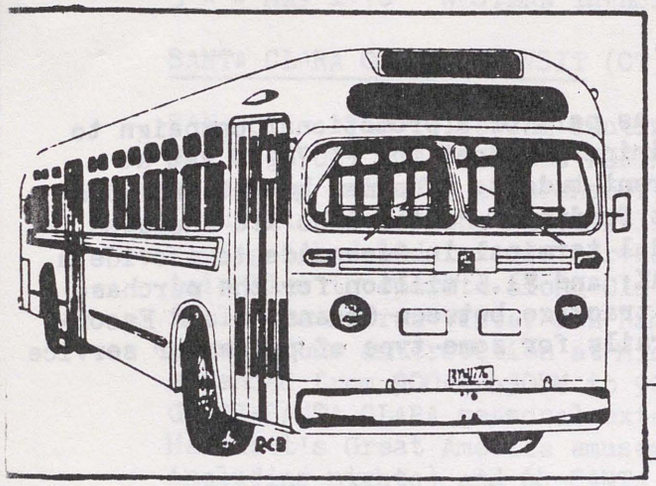


Western Transit

Monthly Publication of The Western Transit Society

Vol. 16 No. 5 May 1978

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: A union representation election was held on March 31 at RTA headquarters at which time the agency's 48 bus operators and mechanics selected the Amalgamated Transit Union as their bargaining agent for labor contract negotiations. The United Transportation Union and no organization were also on the ballot. The California Teamsters had been expected to appear on the ballot but withdrew from the voting the previous day. RTA personnel are now part of ATU Local 1277 based in Long Beach which also represents LONG BEACH PUBLIC TRANSPORTATION COMPANY personne as well as mechanics for the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. The employees will have their own "shop" within the local and will elect their own officers. ATU international officials have indicated they would begin working for the release of more than $2.5 million in federal funds earmarked for RTA which action they previously opposed because some of their members were either relocated or laid off in 1977 when RTA supplanted SCRTD. Union officials said this issue remains to be solved but they would now assist in retriving the money. The 54 RTD operators and mechanics displaced by RTA have since found other positions within the system and no claims were ever filed. RTA Directors have ordered a staff environmental impact assessment of across-the-board rate increases. Various fare structures will be examined with the most likely hike being a ten cent increase from 25¢ to 35¢, 15¢ for students, 10¢ for seniors and the handicapped and Dial A Ride systems increased to 60¢ with seniors and handicapped at 30¢. Noted has been the fact that by 1982 operating costs would have to be funded at least 50 per cent through the fare box and a gradual build up in rates may be necessary to meet this requirement. A series of route and scheduleschanges (details presently unknown) will be placed in effect on June 18th. Directors have also endorsed a companion claim to those filed by the City of Riverside and Riverside County against SCRTD asking up to $3 million, money RTA claims was lost because RTD refused to assume responsibility for their displaced employees when RTD service was ended one year ago. RTA Board has approved the spending of $16,982 to inaugurate bus service during May between the communities of Moreno and Sunnymead. Four daily round trips will operate between Heacock St and Sunnymead Blvd in Moreno and Allessandro Blvd and Redlands St in Sunnymead using a van which service is designed to complement existing Dial A Ride service in the Moreno Valley. Standard RTA fares will apply and transfers will be available to and from Line 6 MARCH AFB-SUNNYMEAD-RIVERSIDE. Present routing calls for buses to travel along Allessandro to Heacock to Sunnymead, about a thrity minute ride.

PALO VERDE VALLEY JOINT POWERS AGREEMENT TRANSPORTATION AGENCY (PVVJPATA)

Riverside County Supervisors have authorized PVVJPATA to submit an Article 4 claim to SCAG for $116,586. $73,958 will be drawn on the county's 1975-76 unclaimed Transit Developement Act reserves bringing the county's and city's two year contribution toward the joint powers agency to $121,993 each. Provisions of the agreement stipulate that annual operating and capital costs are to be apportioned between the cooperating parties in an equitable fashion. The budget total $235,625 for 1978-79 and includes the purchase of three vehicles, hiring of personnel and establishment of facilities.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD sponsored reduced fare days March 20-26 as part of a promotional campaign to increase ridership. NCTD Directors have approved a preliminary budget for FY 78-79 set at $12.3 million, an increase of $5.6 million above the current budget. The new budget includes $5.8 million for capital improvements, $1.7 above current funding. Monies also are included for purchase of 15 new buses; construction of a multi modal terminal in Oceanside to provide a central terminal for NCTD, TRAILWAYS, GREYHOUND and AMTRAK; and $1.5 million for the purchase of rail coaches and improvements in the Santa Fe Railway trackage between Oceanside and Escondido. While NCTD is still contemplating the use of the rails for some type of passenger service AT&SF has voiced opposition to the use of its tracks.

CITY OF NATIONAL CITY/SAN DIEGO TRANSIT CORPORATION

NATIONAL CITY: The City Council has approved an agreement with SDTC which would restore service on the West Side and some previously cut trips on other lines. The Comprehensive Planning Organization bus fund allocation to National City is $533,162. $490,163 of this is for operation of current service leaving $42,999 for reserves and restoring last year's cut backs which were required because of a bookkeeping error by CPO, the regional planning organization for San Diego County. Line 12 will be extended back onto the West Side with possible restoration of the 900PM and 1000PM trips on Line 12/12A thru Paradise Hills and Bayview Hills and some added trips on Line 13 to Sweetwater Heights.

SOUTH COUNTY TRANSIT DISTRICT

NATIONAL CITY/CHULA VISTA: Chula Vista and National City staffers have been meeting on the basis of common need and common transit problems which are plaguing both cities. The Comprehensive Planning Organization in a recent report termed National City's bus problem "particularly urgent" and suggested the establishment of a South County Transit District as one answer to providing bus service on the basis of need as well as a way around funding problems besetting both cities. In National City, which contracts with SDTC, local transit fund (LTF) money for local lines falls short of the actual amount of money generated locally. The money is generated from the $\frac{1}{4}$ of 1 per cent of the state sales tax and National City with its high tax base (the Mile Of Cars commercial area) generates more money than most cities its size but the money comes back on the basis of population which city officials feel should be changed to the basis of need. On the other hand Chula Vista having its own transit agency has a large surplus of LTF money (about $2 million) which it cannot spend because it would have to be matched dollar for dollar from local sources such as fares and local taxes. City officials feel that a South Bay system would help because such a new system would be exempt from the matching requirements for five years.

SOUTHWESTERN COLLEGE (SWC)

CHULA VISTA: The college Board of Governors have decided not to renew a $16,000 annual contract with AZTEC BUS LINES which provided bus service between the college and San Ysidro, Otay Mesa, Imperial Beach and Coronado. Student organizations, however, have voiced opposition to the cancellation stating that the schedules were not geared to the student that would most likely use the bus (low patronage was the reason given for termination) and a reshuffling of schedules, particularly to San Ysidro where many low income students live, would increase patronage dramatically. Trustees shared the concern of the students and promised to look further into the matter.

WTS HAS A NEW BUSINESS ADDRESS AS OF MAY 1, 1978 -- P. O. BOX 4211, SANTA ANA, CALIF, 92702

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: The following routing and service changes were effeected with the April 3rd Sign Up: 10-MAYFIELD-NORTH DIVISION SHUTTLE: This midday, van operated shuttle primarily intended to transport operators from North Division at L'Avenida and Macon (Mountain View) to a major relief point at El Camino Real and San Antonio, but providing scheduled revenue service enroute, had its route simplified in North Mountain View to operate along Old Middlefield to Rengstorff instead of from Old Middlefield via Sierra Vista, San Ramon, Farley and Montecito to Rengstorff thus avoiding a hazardous intersection at Middlefield and Sierra Vista. Operating hours were also extended from 900AM-430PM to 900AM-630PM to cover the afternoon peak hours. 60-LOS GATOS-SANTA CLARA seasonal extension from north terminus at Scott & Central Expwy to Marriott's Great America amusement park (weekends Spring and Fall and daily summer including nights) and 64-SANTA CLARA-ALMADEN VALLEY alternate service to Great America from San Jose Airport (in lieu of Santa Clara CBD) during same seasonal days abandoned and replaced by new GREAT AMERICA SHUTTLE using one bus alternating hourly between Great America and Santa Clara (Monroe & Franklin) and San Jose Airport. Route is from Great America via Great America Pkwy, Mission College Blvd, Montague Expwy, Bayshore Fwy, De La Cruz looping thru Santa Clara CBD via Lewis, Lafayette, Homestead, Monroe, Benton and Alviso to De La Cruz and return via reverse routing thence alternately via Great America Pkwy, Mission College, Bayshore Fwy, Guadalupe Pkwy and Brokaw Rd to San Jose Airport. Operates weekends April 2 thru November 26 830AM-530PM and weekdays May 27 through September 4 830AM-1000PM. 62-LOS GATOS-BERRYESSA weekend service diverted west off King Rd via Berryessa Rd to San Jose Flea Market grounds and return. 68-SAN JOSE-GILROY Saturday headways improved from 90 to 75 minutely (2 to 3 buses) and Sunday/Holiday from 180 to 110 (1 to 2 buses). 98-TASMAN-COMMUNITY CENTER (SUNNYVALE): this weekday off peak line extended south from Sunnyvale Community Center via Remington, Sunnyvale-Saratoga Rd, De Anza Blvd and Stevens Creek to Stelling (De Anza College) returning Stelling and Alves to De Anza. Requirements increased from 2 to 3 buses (30 minutely). Line will be redesignated #55 when it goes to full time service in the first phase of the 516 bus expansion plan in the fall of 1978. 99-SUNNYVALE S P DEPOT-DE ANZA COLLEGE (FORmerly Sunnyvale S P Depot - Community Center): this weekday only off peak line changed at south end to run from Homestead and Stelling via Stelling to Stevens Creek (De Anza College), thence Stevens Creek and looping Bandley, Alves and Saich instead of former route east on Homestead, north via Sunnyvale-Saratoga and Remington to Community Center (replaced by southerly extension of 98). Headways increased from 30 to 45 minutely using 2 instead of 3 buses and interlined southward from De Anza with 96-DE ANZA COLLEGE-KAISER HOSPITAL requiring 4 buses total for combination. The 25 leased PINETREE TRANSPORTATION Dodge Maxiwagon vans were returned to Southern California by March 31. These units were never officially assigned CT fleet numbers but were referred to by the three digits of ther license plate numbers preceded by a V- (since they were 400s and duplicated Twin Coach numbers) for record purposes. Their departure was facilitated by delivery of the new Gillig PT-477-35-96s of the 601-681 series whose service performance has shown considerable improvement after initial quality/reliability problems. By mid April Stevens Creek Blvd. lines 23-SAN JOSE-STANFORD SHOPPING CENTER and 24-SAN JOSE-STANFORD UNIVERSITY had joined 21-ALUM ROCK, 22-MENLO PARK-HILLVIEW (El Camino Real) and 71-MILPITAS-EVERGREEN being all Gillig equipped. Six leased exMARTA TDH 5303s also joined the fleet in early April and were pressed into service in their MARTA orange with cream roof and fleet numbers. On March 20 Twin Coach 451 became the third such unit (joining 474 and 485) to be destroyed by a fire originating in the engine compartment. As with the previous fires the incident occurred at speed on a freeway during a morning pull out (no passengers onboard) and it prompted CT to restrict the Twins from operating on freeways and at speeds above 40 MPH. With the loss of the aforementioned buses plus 472 and 532 due to accidents, the Twin Coach fleet has been reduced from 134 to 129 units.

COUNTY TRANSIT Continued

The Transit District plans to submit a Federal Capital Grant application in fiscal year 1978-79 for funds to replace the Twin Coaches (#400-533) and the four FMC "Ha... Buses" (#534-537) inasmuch as though they are presently only 4 and 3 years old, respectively, these units have not proven suitable to the heavy service conditions imposed by CT operations. Three Plymouth Voyageur Vans, eighteen 4507s, eight 3102s and two 3501s, deemed no longer fit for service, were put up for disposition durin... March. On April 19 a French Perliet PR 100 45 passenger diesel city coach was displayed at the Transportation Commission meeting during a tour of Bay Area transit properties. Of interest was its low (22") floor height made possible by platforms around the front wheel wells and to the rear of the exit door (combined with a floo... sloping upward to the rear seat). The Commission recommended that it be demonstrate... on CT lines for one month when available later this year.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Effective March 29th all trips on Line 2-CLEMENT were revised to operate to or from 48th Avenue and Point Lobos via Fort Miley with Fort Miley no longer a terminal point. Inbound route from 48th & Point Lobos via 48th, Geary, ... Clement, Ft. Miley loop, 42nd, Geary and regular route to Sutter and Market. Outbound via regular route to 42nd and Point Lobos, then 42nd, Ft. Miley loop, Clement 43rd, Point Lobos and 48th to terminal.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Lines along the East 14th Street corridor between Oakland and Hayward we... consolidated to provide more uniform local service beginning April 2. Line 82-OAKLAND-SAN LEANDRO-HAYWARD continues to provide direct service between downtown Oakland and Hayward replacing Lines 80-81 service in Oakland and will assume service between San Leandro and Hayward BART stations previously provided by Line 60-EAST 14TH ST.-MISSION BLVD. Lines 80 and 81 will now operate between BART/San Leandro and Hayward, 80 via Castro Valley and 81 via San Lorenzo and Hesperian Blvd. Line 55A will provide service to Adams Industrial Park formerly provided on Line 60. Lines 83-83A-EAST 14TH STREET-WEST OAKLAND will continue as before.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: April 1 saw service on 15-SAN LORENZO VALLEY improved from 60 to 30 minutely on the basic Santa Cruz to Boulder Creek routing using 4 buses with the l... split into two variations each operating hourly as follows: 15A continues to the Felton branch south from Graham Hill via Highway 9 to Redwood Rd looping Laurel, Valley and Redwood and return and the Glen Arbor Rd detour off Highway 9 between Glen Arbor Bridge and Ben Lomond and operates the branch from Boulder Creek (Central & Big Basin) north on Highway 9 to Kings Creek Rd. 15B drops the south Felton branch, continues straight on Hwy 9 between Glen Arbor and Ben Lomond and operates the Big Basin Way branch to Forest Pool with two new extensions, alternating 120 minutely as follows: 1) Central & Big Basin north on Hwy 9 to Bear Creek Rd, east to Manzanita returning Bear Creek, Hwy 9 and Big Basin to Forest Pool; 2) from Central & Big Basin via Big Basin extending past Forest Pool to new terminus at Boulder Cr... Country Club. 15B has no evening service but alternate trips on 15A operate to Forest Pool instead of King Creek Rd. Since the new AM General 9635F8s (#846-851) delivered in February were still unavailable for service in time for the April 1st changes due to difficulties with the handicapped lifts additional leased PTD 480ls were pressed into service as back up buses. Though they retain their PTD paint and fleet numbers, temporary SCMTD fleet numbers 805-808 and 852-854 have been inconspicuously marked on these buses.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Wilshire District branch (776B) of Line 776-LOS ANGELES INTERNATIONAL AIRPORT-LOS ANGELES was extended westward from the Wilshire Hyatt House at Wilshire and Normandie to begin at the intersection of Wilshire and Western which change will allow service access to many of the high rise commercial buildings on Wilshire. This change took place on March 12th.

Earlier this year 1121 series Minibuses were transferred to Division 9 (El Monte) for use on Lines 451-FOOTHILL BLVD-GAREY AVE, 452-ARROYO-SAN BERNARDINO AVE, 453-INDIAN HILL BLVD-RESERVOIR and 454-WEST 9TH-ARROW HWY. Shortly thereafter a new operation location named Terminal 23 and located at 1900 North Towne Ave at the San Bernardino Freeway in the City of Pomona was opened. Terminal 23 is under the control of Division 9 and the four Pomona local lines, eleven buses and a number of bus operators and maintenance personnel are based here. The site was previously a gasoline service station. (Ed Note - Speaking of operating locations WT prematurely merged Divisions 1 and 11, 3 and 10 and 4 and 5 earlier this year. These changes are scheduled to take place beginning on June 25th with the General System Shake Up)

With the opening of the Glendale Freeway (California Highway 2) as far north as Montrose the Express leg of Line 56-LOS ANGELES-SUNLAND was revised on April 23rd to use more of the freeway. Previously 56X trips departing Los Angeles used the Pasadena Fwy (as do all 56s), then the Golden State Fwy to the Glendale Fwy and then Glendale to San Fernando Road taking local streets from that point. The change sees buses continuing on the freeway to Verdugo Blvd, thence Verdugo Blvd to Verdugo Road in downtown Montrose and continuing via either the "L" or "P" routings to Sunland. An additional rush hour round trip was added and travel time was cut about 15 minutes.

As part of a campaign to increase revenues from advertising a number of buses (46 in the first phase) have had advertisements painted over both sides and the rear of the entire bus for one product, literally a rolling billboard. The following buses were so arrayed - 1010, 3100,33101, 3104, 3105, 3116, 3131, 3140, 3141, 3181, 3183, 3193, 3198, 3220, 3255, 3258, 3259, 3260, 3261, 3262, 3277, 7118, 7209, 7260, 7261, 7265, 7267, 7268, 7270, 7345, 7346, 7348, 7388, 7394, 7395, 7428, 7432, 7434, 7435, 7436, 7448, 7450, 7452, 7453, 7454 and 7455.

At least one MC-8 demonstrator has been making the rounds on selected RTD lines to test the possible effectiveness of an automatic transmission intercity type bus on long distance interurban and on airport service services. Numbered 7801 the bus is painted white and has the RTD logo in black lettering. It is Serial 13172, Unit 32657, built February 1978 with 47 orange with brown and green stripe reclining seats footrests, eight track tapes and radio and restroom (presently out of service). The bus is based at Division 11 and has headsign readings for 496, 776 and 782. On April 22 and 23 it was assigned to BR 1 on 776, on April 24 and 25 to BR 1 on 496 and was expected to return to the Airport lines by the end of the week. The headsign curtain has eleven readings: Special, 776 L. A. Airport, 776A-Los Angeles, 776B-Wilshire District via L. A., 776C-Convention Center via L. A., 782-Inland Empire, 782-L. A. Airport, 496-Los Angeles, 496-San Bernardino, 496-Riverside, and 496-Pomona.

As part of the reconditioning and repainting of the 3000-3014 series S8M5303As for Airport service coach 3011 lost four seats and an interior baggage rack was installed similar to the kind found on the 5200-5224 series buses. Coach 5213 has been observed sans baggage rack which has been replaced by a two seat side facing seat behind the driver and over the wheel housing raising the seating capacity of the bus to 48.

SEND WESTERN TRANSIT YOUR NEW ADDRESS IF YOU MOVE - THIRD CLASS MAIL IS NOT FORWARDED

CAMARILLO CITY BUS (CCB)

CAMARILLO: The Camarillo City Council has approved expenditure of $60,000 for a used 35 passenger demonstrator bus from the Gillig Manufacturing Company of Hayward. (Ed. Note - It is not known but suspected that this vehicle may be the first or one of the first of the Gillig/Neoplan model PT-477 buses similar to those being placed into service by SANTA CLARA COUNTY TRANSIT DISTRICT). The present CCB bus, chartered from CAL COAST CHARTER, is thought to be "coughing" its last and operating costs are expected to be reduced by ten per cent.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT Directors have approved a series of changes to become effective July 1st which include reducing headways on the VENTURA-OXNARD line from hourly to half hourly and deviating slightly to serve the new Ventura County Government Center at Victoria and Telephone Road and reducing headways on the OJAI-THOMPSON BLVD line from 120 minutely to hourly. Saturday service will be dropped on the PIERPONT-LOMA VISTA line while Sunday trips will be eliminated on the TELEGRAPH ROAD line. A new line, PLEASANT VALLEY-PLAZA PARK, which will serve Oxnard College will begin and operate on a half hourly headway. Exact routing details presently unknown although it will travel along Channel Islands Blvd., Rice Rd., Pleasant Valley Road and Saviers Road.

OMNITRANS (OT)

SAN BERNARDINO: Local politicians and OT Directors have opposed fare increases unless forced to by fiscal squeezing and have been hoping to influence State Senator James Mills, who is considered the key in changing the Transit Developement Act which was passed in 1971 and which states that a transit agency after its fifth year of operation must derive a greater amount of its revenue from either the farebox or local funding. If the law is not changed OT may be forced to raise its' fares as of July 1st. Among the increases suggested was a hike in the quarter fare to 35¢, students from 10¢ to 15¢ and senior citizens and handicapped from free to 15¢ with an identification card. OT has projected that with a fare increase ridership could drop 13.7% with a 20% drop for seniors/handicapped. Even with these ridership drops the proposed increase would raise the percentage paid by fares from 9% to 20.5%, still below that of other agencies (Fares constitute 42% of RTD's operating costs). Mills has already pointed out that OT treated its seniors and handicapped differently than any other property in the state by allowing them free passage, a group which accounts for one third of the traveling public. The City Council of San Bernardino has approved a contract with YELLOW CAB COMPANY to provide a new southern belt line which would begin at California and Baseline along Baseline to Waterman, north to Gilbert, east on Gilbert which becomes Pacific to Palm. It will meet the HIGHLAND AVENUE CROSSTOWN line, also operated by YCC, at each terminal. Each line will be served by a 12 passenger vehicle charging regular OT fares and utilizing transfers. The new line will start May 1 and operate until the end of October at which time the Council will determine if patronage is sufficient to incorporate the lines into the OT system. OT Directors have authorized the staff to proceed, without waiting for federal assistance, toward arrangements with the City of San Bernardino for expanding the downtown bus station at 4th and E by building an additional facility across 4th from the present one. Plans call for a $25,000 expansion of the present terminal and $70,000 for the new one which would include stalls for five buses, shelters seating about 60 passengers and landscaped fencing in the middle of 4th to prevent jaywalking between the two terminals. The property is proposed to be bought by OT from the Redevelopment Agency for about $15,400.

HOSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: As their 151 new General Motors RTS 2 buses are now going into revenue service the Houston City Council has awarded a contract to the Grumman-Flxible Corporation for purchase of 100 new Flxible 870 buses. For the second order of advance design buses Flxible bid $99,000 per unit while GMC bid $106,000 each. The buses just arriving are 47 seaters equipped with the kneeling feature but without wheel chair lifts and cost approximately $86,000 apiece. The City Council and Wilson Driggs, president of Houtran, Inc., the management firm presently running the system for the city, have disagreed over the council's right to know information concerning the financial affairs of the firm. HI receives a minimum annual payment of $285,000 to run the system and the management team includes a general manager, financial officer and operating officer. The city must pay general operating expenses and furnish an office staff and office space for Drigg's management team. The Council is presently reviewing the 1978-179 budget for the transit agency and with a $16.9 million projected deficit in the $33 million transit budget they are looking for ways of reducing expenses. City Transit Administrator Barry Goodman has continually been called on to expalin the various increases proposed and to work out possible solutions to the increases, the largest of which will be higher wages as a result of a three year labor contract signed last year. The City Controller Kathy Whitmire has been asked to examine the budget for any unnecessary expenditures. The city used federal funds to purchase the former RAPID TRANSIT LINES, INC. in 1974 and federal law protects the transit workers' right to continue collective bargaining. Since Texas state law restricts the city in its negotiations with labor unions, the city must use an intermediary, in the case a management firm, to operate the company.

AM GENERAL CORPORATION

At least a portion of the AM General/MAN articulated buses which includes an order of 150 for SEATTLE METRO TRANSIT and a large order for the CALTRANS consortium including six California properties are arriving in Houston reported destined for Marshall, Texas for fitting in the AMG plant in that city.

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Note the NEW BUSINESS ADDRESS effective as of May 1, 1978

1978 SCRTD Annual Survey has been delayed because of problems in obtaining information on status of percentage of the roster due to influx of AMGs, leasing program and placement of buses into storage. Service table information is complete. Survey will be issued as soon as these problems are cleared up.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
USED				
Santa Cruz Metro Transit District	(805-808	GMC	TDH4801/145,-,103,102	leased-RTD 2379
	(852-854	GMC	TDH4801/112,110,111	-,2337,2336 RTD 2346,2344, 2345
Santa Clara County Transit District	(1202,1207, (1210,1213, (1215,1309	GMC	TDH5303/-	leased-MAPTA, same nos.
Falcon Chtr Service	54, 61	GMC	PD4905/070,154	Roesch 424,425
Mission Trails Chtr Service	(II607,608	GMC	PD4107/887,889	Tamiami 45477, 45479
	(II606	GMC	SDM5301/302	Eastshore 417
Eastshore Lines	461-462	GMC	SDM5302/1053,1058	GLOSF 209-210
American Pacific Stage Company	unnumb	Prevost	T453-2028-71	Limo Coach 200
DISPOSITIONS				
Gray Line of Monterey -Carmel	804	GMC	PD4106/753	to Natl Coach Sales
Mission Trails Chtr Service	(82-84	GMC	TDM5103/001,004, 013	to Peerless Stages
	(I606-I607	GMC	SDM4501/079-080	to Calif-Nevada Golden Tours
Santa Clara County Transit District	(VP23,VP26, (VP28	Plymouth	Voyageur Van/-	For Sale
	(260-267	GMC	TGH3102/1536-1537,643, 1539-1543	" Ex Palo Alto-
	(1703,1709,1712	GMC	TDH4507/1488,1469,1476,	For Sale
	(1717,1720,1734	GMC	1495,1477,1496,	"
	(1735,1774,1788	GMC	1470,1516,1501,	"
	(1799,1815	GMC	1513,1552	Ex SJCL-for sale
	(3503,3507	GMC	TDH3501/165,169	Ex SJCL-for sale
	(6502,6506,6507	GMC	TDH4507/2427,2431,2432,	"
	(6508,6510	GMC	2433,2435	Returned to lessor
	((25)	Dodge	Sportsman Maxiwagon/	

# # # # # # # # # # # # # # #

WTS Member Edward T. Gibbs of 1581 Hendrickson Street, Brooklyn, New York, 11234 is interested in exchanging color slides with members, particularly those in the West, of Trailways and Greyhound buses. You may contact Mr. Gibbs directly.

WTS Meetings are held on the second Sunday of each month in the Directors Room of the Pasadena Chamber of Commerce, 181 South Los Robles Avenue in Pasadena, California beginning at 730 PM. All members and subscribers welcome. Future meeting dates include May 14, June 11, July 9 and August 13.