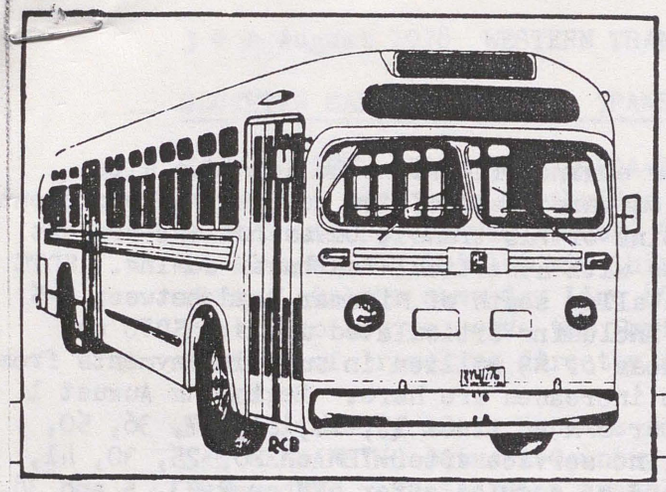


Western Transit

Monthly Publication of The Western Transit Society

Vol. 16 No. 8 August 1978

NORTH SAN DIEGO COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: A number of line changes were made on June 1st including inauguration of hourly service on Saturday and Sunday to Del Mar on Line 1-OCEANSIDE-DEL MAR. Previously all weekend trips were scheduled to Flower Hill Shopping Center. Line 12-PLAZA CAMINO REAL-SOUTH OCEANSIDE-MISSION AVENUE was rerouted in South Oceanside via California, Hunaker, Whaley, Soto, California, Stewart and Cassidy while night service on Line 17-OCEANSIDE-CAMP DEL MAR was extended southward from Mission and Hill in Oceanside via Hill Street/Carlsbad Blvd to Grand and Washington in Carlsbad. Operation is between 6PM and 10PM Monday through Saturday. Line 60-CARDIFF-LEUCADIA-ENCINITAS was rerouted in downtown Cardiff via Birmingham, Newcastle, Chesterfield, San Elijo and Mozart. The San Diego County Board of Supervisors has contracted with NCTD to provide bus service (some beginning next month and the rest in January 1979) in the Poway, Santee and Lakeside areas presently operated by SAN DIEGO TRANSIT CORP as Lines 44-POWAY SHUTTLE, 45-POWAY-POMERADO HOSPITAL, 46-PARKWAY PLAZA-SANTEE, 47-PARKWAY PLAZA-LAKESIDE, 48-PARKWAY PLAZA-SANTEE and 54-SANTEE-JAMACHA BLVD.-CASA DE ORO. The lines are currently operated with 101-163 series Mercedes Benz 0309Ds. 54 operates quite a distance from the rest of the service area and although plans call for a takeover of the entire line the county has yet to decide on a possible extension to serve the soon-to-open Cuyamaca College, scheduled to open in the fall at a site east of the Casa De Oro area. The reason for the change is primarily economic as renewal of the SDTC contract would cost the county $996,110 while NCTD would be $540,676. SDTC bus operators make almost $9 an hour, the highest in the nation, while NCTD highest rate is $6.50.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The Board of Directors has voted to appoint a committee to pursue state legislatio to create a transit district for the area SDTC serves. Two things would be accomplished, firs eliminate for at least five years a limitation on allocation of state funds under SB325 and, secondly, eliminate the need to contract with suburban jurisdictions as service would be provided on a district need rather than a community desire basis. San Diego County is now holdin $15 million in unallocated funds which accumulated because SDTC is not a district and must negotiate with eight different entities to which it provides service. San Diego and National City use all available funds but the others contract for less service than their funds provide which means funds accumulate. The state sales tax funds, in counties of more than 500,000 population, cannot be used for anything other than public transit which causes further accumulation. Any legislation on the matter is at least one year away. Line 41-FASHION VALLEY-DEL MAR was extended into University Towne Center and weekend service began operating to Del Mar on June 1 to connect with NCTD. Line 12-NATIONAL CITY-BAYVIEW HILLS was extended to Cleveland Avenue west of Interstate 5 while 27-PACIFIC BEACH-TIERRASANTA VIA BALBOA AVENUE was extended at its eastern end to Santo Road and Patriot Street serving the Murphy Canyon Navy Housing Complex.

SAN DIEGO TRANSIT CORP Continued

SDTC Directors have approved a call for proposals from engineering firms to locate a site, design and plan for construction of a northern division garage and office complex. The present 7.7 acre facility was designed for parking and servicing of 210 transit buses but the present fleet consists of 200 transit buses and 51 small buses with 45 articulated buses coming. SDTC has determined a need for a complex north of Mission Valley south of Miramar Road between I-5 and I-15 which should accommodate at least 200 buses including articulated units. SDTC was hit hard by the effects of Proposition 13 including loss of $3 million in subsidy payments from the City of San Diego and service reductions and fare increases are here. Beginning August 1 night and weekend service was reduced: no service after 6PM on Lines 13, 14, 21, 27, 36, 50, 90 and 110; no service after 630PM on Lines 6 and 16; no service after 7PM on 20, 25, 30, 41, 51 and 80; no service after 730PM on 35, 43 and 100 and no service after 8PM on 2, 3, 5 and 38. Line 33 will end at 830PM, Line 11 at 9PM, Line 7 at 930PM and 34 after 11PM. Weekend service on 14-LA JOLLA-SOLEDAD MOUNTAIN ROAD-PACIFIC BEACH and 43-ALLIED GARDENS-FASHION VALLEY-DOWNTOWN was dropped and Line 24-SCRIPPS RANCH was abandoned entirely. Weekday base headway on 100-IMPERIAL BEACH EXPRESS and 110-LOMITA VILLAGE EXPRESS was reduced from 30 minutely to hourly. A five cent fare increase (to 40 cents local, 55 cents express) is to be instituted September 1 and 80 bus operators are scheduled to be furloughed. The remainder of the work force will be asked to forego Cost Of Living increases in August and November and will face a no raise situation when the labor contract expires in December.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The Desert Hot Springs "Tel-A-Ride" service began operating Aufust 1. Presently a transit bus will be used to be replaced in September by a wheelchair lift equipped van. The service will be available Monday thru Friday from 8AM to noon and from 130PM to 530PM. Fares will remain the same. Senior citizens who participate in the lunch program at the Nutrition Center will be taken to and from the center by bus if they call the dispatcher by 1130AM.

GOLDEN EMPIRE TRANSIT DISTRICT (GET)

BAKERSFIELD: Bowing to federal pressure GET is extending a ten cent reduced fare to the mentally and physically handicapped, similar to a program offered to senior citizens two years ago. With appropriate identification these persons are able to ride at reduced fare at non peak hours on weekdays and all day Saturdays. GET will soon be conducting labor contract negotiations with the Teamsters Union who represents bus operators and mechanics. Previously Amalgamated Transit Union represented those employees.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Bus fares were raised on July 23rd for all riders except senior citizens and certified handicapped. Local fares are now: 35¢ for adults and 25¢ for youths. Express fares for adults are: 35, 45, 50 and 60 and a flat quarter for youths. Transbay fares are: 75, $1, 1.10, 1.25 with youth 30, 35, 35, 40. The Sunday Pass will be 75 cents for both groups. This action was in response to a loss of funds caused by the Proposition 13 actions.

SANTA YNEZ VALLEY BUS LINE (Hans Helge Hagerup d/b/a)

SOLVANG: The Public Utilities Commission has cancelled the Passenger Stage Certificate issued to SYVBL in early 1976 covering operations between Santa Barbara and Buellton via Solvang and Santa Ynez. Three round trips per day were to be operated using one PD 4104 and one PD 4103. (Ed. Note - It is thought that SYVBL service was never actually inaugurated as such was never observed.)

IF YOU MOVE SEND US YOUR NEW ADDRESS AS FAR IN ADVANCE AS POSSIBLE SO THAT WT CAN REACH YOU

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Line 721-RESEDA-VAN NUYS DRIVE IN-LOS ANGELES PARK/RIDE was extended north and west into Northridge beginning July 3rd. Outbound buses were extended from Roscoe and Reseda via Roscoe, Tampa, Plummer to Shirley with inbound trips starting at Plummer and Shirley via Shirley, Nordhoff, Tampa, Roscoe to Reseda and existing route. On the same day Line 872-PARK WESTERN PLAZA-BARTON HILL-SAN PEDRO was re-routed to better serve the Barton Hill area via First, Grand, O'Farrell and Centre instead of traveling directly along First.

Effective July 10 an Express route was instituted on Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO between Country Village and Riverside and between Riverside and San Bernardino. These trips travel the regular route from Los Angeles to Country Village and Pomona Freeway in Mira Loma, then via the Pomona Fwy, Market St, University (7th westbound), Riverside Fwy/Barstow Fwy, 6th, G St and Kingman to San Bernardino Station. Monday thru Friday the express trips depart Los Angeles at 940AM, 1240PM and a new trip at 435PM only to Riverside. Westbound trips leave San Bernardino at 845AM and 1145AM. Saturday schedule is the same except that the final eastbound trip leaves at 440PM and operates all the way to San Bernardino.

Beginning June 25 trips on Line 484-LOS ANGELES-LA PUENTE-POMONA-ONTARIO AIRPORT which had been terminating eastbound, originating westbound at Valley Blvd & Lemon originate and terminate at Valley and Brea Canyon Road (3 minutes running time east) and effective July 23 these same trips were extended over an additional route southward on Brea Canyon to Washington Street in City of Industry. Only pull out or pull in trips operate on this additional route which makes the service somewhat erratic, 9 morning inbound trips and 8 afternoon outbound trips plus three inbound trips on Saturday morning.

Minibus service on Line 202-CHINATOWN-OCCIDENTAL CENTER has been assured for another year as the Los Angeles City Council has agreed to pay 60 per cent of the service's $728,700 annual cost. The contract calls for the city to contribute $437,220 from special parking revenue funds.

Route 1 of Line 505-WEST VALLEY-FINANCIAL CENTER SUBSCRIPTION SERVICE was extended, August 1st, westward from Topanga Canyon and Ventura via Ventura Blvd, Ventura Fwy and Valley Circle Blvd/Mulholland Drive to Ave. San Luis. Eastbound trips will begin at Ave. San Luis and Mulholland via Ave. San Luis, Fallbrook and Ventura Blvd. to Topanga Canyon and continue former routing to Los Angeles.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: After considerable debate and discussion GGT Directors have voted to shift the financial burden for the transit operations of the agency to Sonoma and Marin Counties which has meant that beginning July 1st these two jurisdictions are shouldering the $3 million annual deficit for both the buses and ferry boats. The new jet ferry system with three new boats and a new landing in Larkspur has been the subject of much controversy because of its high cost per passenger carried and already there is talk of abandonment although directors have approved a plan for at least six more months of operation. Marin and Sonoma directors have warned the new county billing policy and the constantly increasing costs will lead to a road to self destruction or perhaps withdrawl of the two counties from the Golden Gate Highway, Transportation and Bridge District. Qualified handicapped persons may now drive or ride across the Golden Gate Bridge for one half the regular toll as part of a plan GGT approved in recognition that some handicapped persons are not able to use GGT buses. Those permanently confined to wheelchairs are considered handicapped under the program. Those with physical impairments not resulting in confinement to wheelchairs would be eligible upon presentation of statement by a physician that the person has a permanent impairment which prevents them from using regular GGT buses.

SUNDAY BUSLINES (J. J. Warfield d/b/a)

CORONA: SBL has applied to the Public Utilities Commission for a certificate to provide service between Corona, Anaheim and the Southern California Edison Nuclear Generating Station at San Onofre. One round trip weekdays only would be provided using one MC5 bus (serial 6158) and round trip fares would be either $4 or $5 depending upon distance with weekly tickets available. Beginning in Corona at Main Street and the Riverside Freeway buses would travel via Riverside Fwy, Orange Freeway and Santa Ana/San Diego Freeway with stops in Anaheim at Imperial Hwy and La Palma and at the Anaheim Stadium. No date has been set for the hearing.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Additional May 1st service changes include extension of 43G-GRANT from Monte Diablo and Humboldt via Humboldt, Howard, Bloomfield and Burlingame to Burlingame S. P. Depot at California Dr. while the south end of the line was cutback from 42nd Ave. and Alameda to Hillsdale Shopping Center as this portion was duplicated by 4A-ALAMEDA and 40E-CIPRIANI/HILLER. 43R-HUMBOLDT had its northern terminus changed from a large counterclockwise loop to run on San Mateo Dr., Poplar, Humboldt and Peninsula to California, then extended north on California to Burlingame S. P. Thru routed to and from Burlingame S. P. with 43G with combined 43G/43R using 4 buses on 30 minutely headways vs. former two on 43G and one on 43R on same headways. In San Carlos 46C-CARLMONT weekday schedule from San Carlos S. P. now starts at 655AM (was 620AM). In Redwood City 51E-MOBILE PARK/MARSH MANOR, a large loop as are most of the city's lines, serving Fair Oaks, Marsh Manor and the mobile home parks east of Bayshore was changed to operate in a counterclockwise direction and the Fiar Oaks loop was slightly shortened by a new routing via Fiar Oaks, 8th, Oak and San Benito. Service spans were also shortened on Lines 50L-LITTLEHOUSE and 54A-WILLIAMS in Menlo Park and 50A-ALPINE RD and 50V-UNIVERSITY/IVY in Palo Alto. In other SAMTRANS news monthly ridership topped the one million mark in March with local bus ridership at 708,222, Peninsula Mainline commute bus at 347,756 and subsidized SP/SamTrain commuter rail at 147,314 for a total of 1,203,292. The Board has approved lease-purchase of five new lift equipped 20 passenger Mercedes Benz buses for addition to the Redi-Wheels (handicapped DAR) fleet at $44,000 each.

PEERLESS STAGES, INC. (PSS)

OAKLAND: Service has been reduced to only six trips per day between Oakland and San Jose where once the service operated every 30 minutes on this 40 mile route. Traffic between Oakland and Fremont now travels via BART trains and SANTA CLARA COUNTY TRANSIT DISTRICT operates between BART/Fremont and Jose for 25 cents. PSS only handles traffic which cannot use the other carriers conveniently or through passengers going beyond San Jose on through tickets. The latest Russell's Guide indicates a schedule leaving Oakland XSSH at 235PM and arriving in Palo Alto at 355PM with no return trip from Palo Alto. In practice the bus deadheads from Palo Alto to San Jose and is part of a San Jose-Oakland-San Jose run assignment. PSS has done away with their unique National Cash Registers, model 1900s, on their buses. (Ed. Note - it is thought this was the only west coast system using NCRs although they are used extensively in New Jersey and New York). The NCRs printed out origin, destination, fare and type of fare paid. The number of cash fares is now very few and cash fare receipts are used. The NCRS are available, including stand and keys, for $100.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Long anticipated Sunday train service began July 2nd on the FREMONT-RICHMOND and CONCORD-DALY CITY lines only. Twenty minute headways are offered between 9AM and midnight and first day operation attracted over 31,000 riders. Saturday operating hours have also been extended to begin at 6AM (same as weekdays) instead of 9AM on all three BART lines. BART Express buses operated from outlying cities to BART stations by AC TRANSIT are also operating in addition to new service on SCCTD Line 66-SAN JOSE-BART/FREMONT, the Oakland-AirBART bus connecting the Coliseum Station and Oakland International Airport and new service on SAMTRANS 3B-BART-AIRPORT-MILLBRAE EXPRESS. Printed public timetables are now available for the first time in BART's history. In efforts to reduce costs to help trim the BART budget which is funded by property taxes, among other sources, a plan called Remotely Staffed Stations was instituted over the opposition of ATU Local 1555 which called for monitoring of eight stations (Ashby, North Berkeley, El Cerrito, Oakland West, Fruitvale, Orinda, Rockridge and Lafayette) by closed circuit television by agents at one location rather than have agents at all stations. Problems have arisen particularly concerning the ability of handicapped persons in using these stations and it appears that the plan may have to be ended and furloughed employees recalled.

CITY OF SOUTH LAKE TAHOE BUS SYSTEM (CSLT)

SOUTH LAKE TAHOE: Five Fleetwoods and one TDH 3501 were bought from SAMTRANS earlier this year replacing the six serviceable (of nine total) former AC TRANSIT TDH 4507s (#3018-3026) on M-STATE LINE-D STREET MAIN LINE (3 required). Unused 4507s 3018,3020 and 3024 (latter unnumbered is ex AC 1772 and was never used by CSLT) were being scrapped in early July. The SAMTRANS colors of white with red over white over blue belt on sides has been retained with only the City Of South Lake Tahoe shields being added to indicate the new owner.

TAHOE AREA REGIONAL TRANSIT (TART)

In early July TART was running two Mercedes Benz 0309Ds carrying the fleet #3 on its NORTH SHORE-WEST SHORE line. Both were painted in TART's colorful new scheme of cream with orange and yellow striping. Duplicate numbers could be explained by pooling of equipment with PLACER MINI-BUS, also operated by Placer County, in Auburn. There is also a Checker stretchout station wagon numbered 3 and lettered for TART but it is stored at the county vehicle yard in Auburn along with its former running mate #4 which has been repainted in new TART/Placer Mini Bus colors but is unlettered or numbered. Also at Auburn was TART's unnumbered Minibus MB-711 used on the winter Ski Bus run. In addition to the two M/B #3s, 0309D #2 (still in TART's old white over blue) and a Dodge Sportsman Maxiwagon lettered for TART were assigned at the Lake Forest Placer County Administration Center, TART's operating base.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Line 23-SUNNYMEAD-MORENO started July 1st using a van and operating between the community of Moreno and "downtown" Sunnymead at Heacock and Sunnymead Blvd for connection with RTA Line 16-SUNNYMEAD-MARCH AFB-RIVERSIDE. Line 24-WOODCREST-TYLER MALL is scheduled to start in September on an hourly headway between the Woodcrest area and the Tyler Mall. Buses 961 and 962 went into service recently. They are Fords with Forti-van bodies with seating capacity of 21. They are used on 21-JURUPA LOOP and 22-PERRIS-MEAD VALLEY-RIVERSIDE both of which were operated with vans and many trips experienced standing loads. Another proposal is the 7 line from downtown Riverside via University Ave and Iowa St to High Grove with a terminal in Grand Terrace where a connection would be made with OMNITRANS Line 19-LOMA LINDA.

COUNTY TRANSIT (CT)

SAN JOSE: New Santa Clara County Transportation Agency Director James H. Graebner, 37, succeeded Acting Director Charles Battersby on June 12. Battersby had replaced ousted Director James Pott on an interim basis late last year and has been appointed Roads Commissioner for the County. Graebner has spent 17 years in public transit including working as Product Manager for Pullman Standard Car Company's Chicago plant, consultant with W. C. Gilman & Co., Bus Operations Support Manager of Denver's RTD and for the past 2½ years as a Vice President of National City Management Co. as the General Manager of the state wide Rhode Island Public Transit Authority (RIPTA). WT Senior Staff Correspondent Jack Perry who had been elected as Chairman of the County Transportation Commission to fill a vacancy in March was reelected to a full one year term beginning July 1. Service changes effective with the July 2 Sign Up include: 20-MILPITAS-MOUNTAIN VIEW: Off peak service thru Sunnyvale changed to run Lafayette, Tasman, Lawrence, Crossman, Moffett Park & Manila to Ellis and weekend service added hourly 930AM-530PM. The last evening trips in both directions on 22-MENLO PARK-HILLVIEW and 23-SAN JOSE-STANFORD SHOPPING CENTER were extended to operate the full length of the line. On Line 60-SANTA CLARA-LOS GATOS Monday-Friday evening service was added running hourly 730P-1030P with a 555P trip added on weekends from Los Gatos. Saturday service was improved from 60 to 30 minutely and hours of operation extended on 66-BART-SANTA TERESA. Sunday service was extended from Milpitas to BART/Fremont to coincide with BART Sunday service start up. Line 70-MILPITAS-EDENVALE had two additional night trips (700P, 730P) added weekdays. Sunday service from 820 AM to 520PM was inaugurated on 88-PALO ALTO S. P. DEPOT-VETERANS HOSPITAL. May's system ridership of 1,154,645 was the all time high for CT. A Renault-Berliet PR100 demonstrator was operated on Line 22 during July, first from North Division and then from Central. This 37 foot, 40 passenger bus is powered by a 6 cylinder Renault diesel engine. By June 30 the last of the initial order of 81 Gillig/Neoplan PT-477-35-96 buses to replace the buses inherited from CT predecessors had been delivered and base service on Lines 20, 21, 23, 23, 24, 64, 66, 68, 70 and 71 was Gillig equipped. The first of a follow on order of 102 more 35' x 96" propane fueled Gillig (identical to the 81 except for addition of TDT front door handicapped lifts) was expected to be received shortly as the first of 300 buses to be used for system expansion. New CT Director Jim Graebner has proposed, however, to terminate the order with Gillig at 52 and rebid the remaining 50 as diesel powered 35' x 102" Advance Design Buses. Furthermore, at UMTA's advice, the 135 buses recently proposed for replacement of the ailing Twin Coaches and FMCs will be tacked onto the Federal Grant application for the final 200 expansion plan buses. If the 50 Gilligs are cancelled a like number of used 35" x 96" buses will be leased until the ADBs are delivered. Under this plan the ultimate 1981 fleet would consist of 133 Gilligs, 275 40 x 102 ADBs, 50 35 x 102 ADBs and 60 30 x 96 small buses. By the end of the first week in June ten of the 20 leased SCRTD TDH 4801s had been returned to their owner and by June 30 only two remained on the property.

VACA VALLEY BUS LINES, INC. (VVBL)

VACAVILLE: BUS, INC. of Reno, Nevada is seeking to gain control of VVBL through an exchange of stock. The same level of service, same tariffs and same equipment would be operated. VVBL was started in February 1950 by Horace Simmons. Both Simmons and his wife have suffered major health problems lately. They are both named to the Board of Directors of BI and are to receive 5 per cent of the net revenues with a minimum of $2000 per month for five years. VVBL operates between Fairfield, Vacaville and Travis Air Force Base and has extensive charter operations.

CITY OF RENO, NEVADA

RENO: Following up on a story that all bus service in Reno had ceased last March (WT 6/78) service was soon restored on Lines 1-RENO-SPARKS, 2-RENO-NORTH SPARKS and 4-SOUTHEAST RENO. Service was operated on an interim basis by NEVADA TRANSIT COMPANY's parent, NEVADA CENTRAL MOTOR LINES until a new operator could be selected to operate with a governmental subsidy. TDH 3501 #11 and TDH 4517s #16-21 plus an unlettered, unnumbered GMC Rally Wagon 25 van were all available for service and were painted in the white over light blue with yellow waist band scheme adopted by NTC last year. The Regional Street and Highway Commission of Washoe County then contracted with American Transportation Enterprises to operate the Reno-Sparks transit system. With service on the three lines already plans include adding another four buses and establish service over lines into areas without transit at this time. A number of parties submitted bids which required the contractor to provide the actual operations plus an on-going consulting service to the commission. The City of Reno, the City of Sparks and the County of Washoe are involved in the project with the Commission providing the frame-work within which to function.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The U. S. Department of Transportation has announced its intent to fund half the cost of a $6.8 million program to extend RTD's free fare demonstration project for an added six months to January 31, 1979. The project is an attempt to be an incentive toward use of mass transportation with the aim of reducing air pollution. Riders boarding RTD buses between 6AM and 8AM and between 4PM and 6PM ride without payment of fare. RTD Directors have authorized bids to be sent out for purchase of 32 intercity buses and have directed the staff to include 100 ADB buses in an application to be filed in the fall for federal assistance with various projects. RTD will be participating financially in a proposed project involving construction of a bridge across the Platte River near Mile High Stadium and installation of a bus ramp and signal system that would enable buses to use the bridge would allow a more efficient operation of the Mile Hign-Downtown Park/Ride line than is presently possible. The first major van pooling project in the Denver area will soon get underway as RTD will purchase ten 12 passenger vans and lease them to Rockwell International which will operate and maintain the vehicles as its part in a program to transport part of the 3200 persons who are employed at RI's Rocky Flats plant in an isolated area of Jefferson County. RTD is not able to extend either its regularly schedules lines or its irregular service operations to meet the needs of employees at Rocky Flats who are residents of the RTD district.

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Meetings: 730PM, Pasadena Chamber of Commerce, 181 S. Los Robles, Pasadena
August 13, September 10, October 8, November 12, December 10.

Motor Bus Society Los Angeles Area Fall Meeting - October 7 and 8. Contact MBS c/o Donald Weiss, 4 Tall Trees Road, New Rochelle, New York, 10804 for details.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Smiths Chtr Service	580	GMC	P8M4905A/1783	
Royal Coach Tours	510	GMC	P8M4905A/1868	
Peninsula Charter Lines	327	GMC	P8M4905A/1880	
Storer Transportation Service	114-115	GMC	P8M4905A/1397,1566	
	116	MCI	MC8/-	
USED				
City of South Lake	(3027	GMC	TDH3501/835	SAMTRANS 242
Tahoe Transit	(3028-3029	Fleetwood	FL-TB-1/1011-1012	SAMTRANS 269-270
	(3030-3032	Fleetwood	FL-TB-3/1059,61,86	" 271,73,76
Mission Trails Chtr	609	MCI	MC5A/S6486U5701	Travellier 945
All Cal Tours	7275	MCI	MC5A/-	GLW 7275
Falcon Chtr Service	(II79	GMC	P8M4905A/720	leased-Peninsula 324
	(II82-II83	MCI	MC5A/	Burlingame Chtr 7218,7234
	(II84	GMC	PD4106/1073	Evanston 50
Smiths Chtr Service	(545	GMC	P8M4905A/708	
	(553	GMC	SDM5302/480	Henry Kim Tours
	(565	GMC	PD4106/1692	Great Western Stage Lines 1692
El Camino Chr Lines	711	GMC	PD4107/376	GLE 5088
West Valley Chtr Lines	470	GMC	PD4107/465	GLW 1704
Eastshore Lines	329	GMC	PD4903/358	Tamiami
Vaca Valley Bus Lines	unkn	GMC	T6H4521A/616-618, 620-621	Evanston 359-361, 363-364 - to be used for Western Contra Costa County Transit
Royal Coach Tours	554	GMC	SDM5302/1068	GLOSF 212
DISPOSITIONS				
County Transit	(2313-17,19	GMC	TDH4801/079-083,085	Returned to lessor (RTD)
	(2326,30-32	GMC	TDH4801/092,096-098	
	(2380-2389	GMC	TDH4801/146-155	
	268	GMC	TGH3102/1544	for sale
	269	GMC	TGH3501/087	for sale
	1777,1800	GMC	TDH4507/1507,1529	for sale
	3501,2,4,5, 6,8	GMC	TDH3501/163,4,6,7, 8,70	conv to propane & for sale
	6503	GMC	TDH4507/2428	for sale
	6641-6644	GMC	TDH3612/1038-1041	for sale
CHANGES				
County Transit	600	Gillig	PT-477-35-96/EP4601	Renumbered from 601*

*-A humorous story concerns this renumbering. Acting CT Director Charles Battersby, a salty, bull-of-the-woods type, is claimed to have said after months of frustrating quality problems with Gillig's first delivered coach, " I never want to see that --- #601 again"-- thus the renumbering to 600.