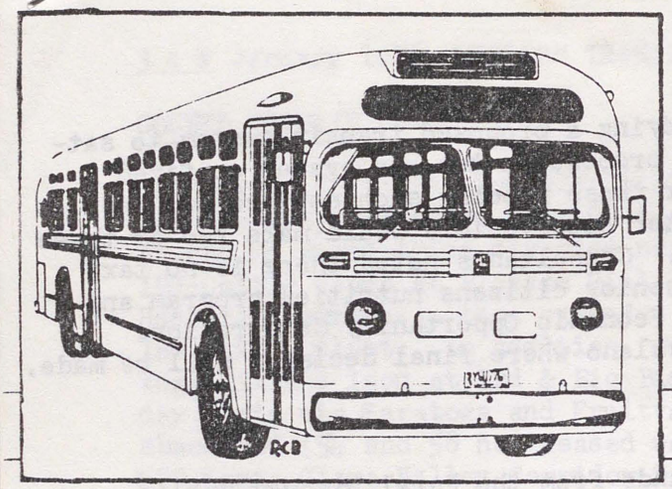


Western Transit

Monthly Publication of The Western Transit Society

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NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Beginning January 28 NCTD will expand its operations for the second time in six months by operating service formerly provided by SAN DIEGO TRANSIT CORPORATION in the La Mesa, El Cajon, Lakeside area. The cities of El Cajon and La Mesa and the County of San Diego have contracts with SDTC to provide service at the rate of $2.35 per mile while NCTD offered to provide comparable service at $1.29 per mile. The item which causes the disparity in rates is operators wages which are about $6.50 per hour at NCTD and $9.00 at SDTC. Passenger fares will be reduced from 40¢ to 25¢ (no information about reciprocal transfers has been mentioned). Present SDTC Lines 46-SANTEE VIA MAST, 47-SANTEE-PARKWAY PLAZA, 48-LAKESIDE-PARKWAY PLAZA and 54-LA MESA-CASA DE ORO will be discontinued to be replaced by four NCTD lines. NCTD took over Lines 44 and 45 in the Poway area last September and ridership has been reported at 40 per cent above 1977 figures. Last October 16th NCTD Line 7-CARLSBAD-SAN DIEGO-COASTAL EXPRESS added a stop at El Camino Real and Encinitas Boulevard in Encinitas. The round trip fare for the express service is $1.50 per day or $25.00 per month for a pass. Line 7 complete schedule is shown below:

640AM	Plaza Camino Real (Carlsbad)	615PM
657AM	El Camino & Encinitas (Encinitas)	558PM
710AM	Plaza West (Solana Beach)	545PM
740AM	First & C Streets (San Diego)	515PM

A dozen new 35 foot Gillig-Neoplan buses are being placed into service this month on Line 2-OCEANSIDE-ESCONDIDO. This will be the only line using the buses until the remaining eight of the twenty bus order arrive at the end of the month. Line 2 received the all new buses because when the City of Escondido joined NCTD two years ago they were promised better service and better buses.

CITY OF VICTORVILLE SHUTTLE BUS (COVSB)

VICTORVILLE: The City Council last summer budgeted $49,000 for a 1 bus system which began on August 28 operating on a large one way loop on a 40 minute headway Monday through Friday. On December 4 service was strectched to an hourly headway to allow expansion into additional residential areas. The vehicle used, a 1972 Minibus which formerly operated in the Hotel Circle in San Diego, was purchased for $7,000 plus an additional $1,500 for installation of an air conditioning unit. The one bus operator was hired using CETA monies. The program will be evaluated by the end of this fiscal year to determine if the bus service should continue. The Victor Valley Transit Service Authority through OMNITRANS operated a series of four lines in Victorville and surrounding areas in 1975 and 1976 before discontinuing operations because of ever increasing operational costs without corresponding increase in ridership.

CITY OF DELANO/KERNCOG

DELANO: The Kern County Council of Governments are studying a proposed transit system to satisfy "unmet transit needs" of Delano. Consultants have proposed a two bus system on fixed routes with a third vehicle for use as a Dial A Ride for those needing such service and one vehicle for use between Delano and Bakersfield. The inter city vehicle would make two or three trips daily to Bakersfield for those with special needs. Consultants noted there is no taxi service in Delano, one city van used primarily for the senior citizens nutrition program and only limited transportation provided by the Kern County Economic Opportunity Corporation. After KERNCOG reviews the study it will be returned to Delano where final decision will be made.

ORANGE COVE-PARLIER TRANSIT SYSTEM (OCPTS)

These two rural Fresno County cities have applied for funds from the Rural Highway Public Demonstration Program amounting to $250,000 (the two cities contributing $17,000 each) for one diesel bus, two gasoline buses, three wheelchair lifts, eight tie down devices, one base radio station and three mobile stations. Funding for the system is for 5 years after which it will be renegotiated. Should the project be terminated the remaining funds would be returned to the Council of Fresno County Governments. Orange Cove and Parlier donated maintenance facilities and shelter stops at Fowler and Reedley College have been donated. Orange Cove will be responsible for storage of buses, personnel and various other duties. Each city will be responsible for the operation of buses within its boundaries but will split the cost of a third bus to Fresno. The Fresno bound bus will be for work trips and is expected to arrive there prior to 800AM and depart approximately 500PM. The work bus will connect Orange Cove, Reedley College, Parlier, Fowler and Fresno. The other two buses will operate in the two communities locally presumably in DAR service since radio equipment was included in the funding. Service is expected to begin this month with free rides initially to acquaint riders with the service.

ROSEVILLE AREA DIAL A RIDE (RADAR)

ROSEVILLE: RADAR has begun service providing buses Monday through Friday 600AM to 600PM at a 50 cent fare with a 25 cent fare for seniors and the handicapped during off peak hours. Three Wayne Transettes are being used, one of which has a wheelchair lift, under contract to COMMUNITY TRANSIT SERVICE, INC. of Anaheim. RADAR connects with REGIONAL TRANSIT and PLACER COUNTY.

CITY OF ADELANTO DIAL A RIDE

ADELANTO: This high desert city of 2,400 began a Dial A Ride system in February 1978 using a 1973 Ford Custom Club Wagon seating eight and operating Monday thorugh Friday charging no fare. Service is also operated to Victorville upon demand and a donation is requested. The DAR also services the gate of George Air Force Base.

IMPERIAL COUNTY HAPPENINGS

In the allocation of CETA funds the Imperial County Board of Supervisors refused to allocate $44,000 of CETA funds to Campesinos Unidos for a demonstration bus system. Previous objections used competition with GREYHOUND LINES as an argument against funding. The Board, however, did approve $86,000 to the Economic Opportunity Commission for a dial a ride program in the City of El Centro. Supervisors contended this was a city project and did not conflict with the county.

CITY OF BALDWIN PARK

A seven passenger van with wheelchair lift has been purchased with funds from the Older Americans for Monday thru Friday 9AM-430PM subscription basis service structured around the nutrition program for seniors at the Baldwin Park Community Center where the operation will be based. The city has agreed to operate the service for three years.

COUNTY TRANSIT (CT)

SAN JOSE: Effective November 6 Line 27-WEST VALLEY COLLEGE-SANTA TERESA had weekday peak headways improved from 30 to 15 minutely (buses upped from 5 to 10) and five AM and PM round trips diverted north on Cottle Road from Santa Teresa Blvd to the IBM-Cottle plant at Blossom Hill Rd and return (bypassing the regular Santa Teresa Hospital terminus), then extended south via Santa Teresa Expwy and Bailey to the IBM-Bailey plant. In addition, weekend service which had terminated on the Saratoga Village loop at 3rd & Big Basin, was extended over the full length of the weekday route via Saratoga and Fruitvale to West Valley College and the Village loop abandoned (54 and 58 had ceased using the loop October 2). The long awaited ABAG/MTC Santa Clara Valley Corridor Study was made public on November 16 and includes the following recommendation for improvements in the County's transportation network by 1990: 1) a 10 mile north-south light rail starter line using 25 tp 30 cars running from San Jose Civic Center/County Government Center thru downtown San Jose and following the Guadalupe Fwy Corridor (planned Calif 87) to Oakridge Mall on Blossom Hill Road with a westward leg to Almaden Expwy and an eastward leg to IBM-Cottle/Edenvale, both running along the West Valley Freeway Corridor (planned Calif 85 extension); 2) increasing the CT bus fleet from a 1980 base of 516 to 750 with 230 being deployed on a countywide lattice of express lines; 3) widening and/or extending key portions of the county highway and expressway system and preserving the West Valley Freeway Corridor from Cupertino to Edenvale for future transportation uses including possible light rail. Estimated capital costs for the plan are $150 million each for the light rail and highway elements and $55 million for the bus element plus $66 million per year for operating subsidies. The plan assume that the Southern Pacific heavy rail corridor between San Jose and San Francisco will be upgraded in accordance with MTC's earlier PENTAP Study Alternative B including improved reverse peak (southbound) service and that an SP rail link with the light rail line (including a relocated San Jose CBD Depot) will be made. CT's 516 bus expansion program took another step forward on December 4 when service was started on new line 63-MERIDIAN AVENUE which connects the campus of San Jose State University in central San Jose with the Almaden Valley to the south. Beginning on a clockwise loop at SJSU via Santa Clara, S. 7th, San Fernando and S. 3rd to Santa Clara, The Alameda, Race, Auzeraio and Meridian to Camden and east on Camden to the terminus at Almaden Expwy looping clockwise Almaden, Crown and Trinidad to Camden. Service hours are 6AM-10PM weekdays and 8AM-7PM weekends with 30 minute headways (4 buses) weekdays to 7PM and hourly (2 buses) at other times. The Line 63 public timetable introduced CT's new "Riders Guide" format with timepoints listed horizontally instead of vertically so that the same computer run used to develop Operating Department schedules can be used to layout the public Guide. The pamphlet is also a smaller, more convenient pocket size and features a front end photo of RTS-II 1008 on the cover fold. A summary of CT equipment status as of December 1 is as follows:

1) About half of the second 52 bus order of Gillig/Neoplans #682-733 have been accepted for service after some mechanical difficulties with the front door lifts.
2) All 66 RTS-IIs (1000-1065) had been received and about two dozen were in service (first day was November 21) on the system's varoius "trunk" lines. Most entered service still in AC TRANSIT striping and minus the CT emblem because cold weather prevented application of the pressure sensitive #M orange and blue tape to the coach exteriors and some had headsigns installed which had been removed from displaced Twin Coaches while the remainder used only front windshield cards to show their destinations.
3) About half of the 56 leased TRANSPORT OF NEW JERSEY TDH 5302s (#4619-4674) had been received but only eight have been refurbished and repainted in CT colors. The balance will not be deployed to the fleet until all 66 RTS-IIs are in service.

COUNTY TRANSIT Continued

4) About half the 134 Twin Coaches and all 4 FMCs have been permanently removed from service but must await UMTA instructions for disposition. Some of the deadlined leased ex Sacramento TDH 4512s (#4541-50, 52-58) have been restored to active service but will probably be returned to their owner at an early date while ex Sacramento TDH 4517s 4561 and 4562 continue in regular service. Leased TDH 5105s #4501-4503 have been returned to "THE BUS THAT GOES IN CIRCLES, INC." in San Diego whereas the six TDH 5301s (Ex Indianapolis) are still on CT property but inactive. All the Plymouth Voyager vans of both the 1975 (#VP20-39) and 1977 (#42-51) series have been removed from revenue service. Most of the former have either been sold or put up for disposition with two units converted to Maintenance Department parts vans and the latter are used for general utility duties such as shuttling operators between relief points and divisions. It is unlikely that 1977 GMC Rally Wagon 35s #40 and 41 were ever used for revenue service.

By January 1st a total of 330 buses were to be in service with the Agnews main overhaul and repair shops at Highway 237 and Zanker Road scheduled to be in operation in April and the adjacent Agnews Division in May. A site for the new Central Division with a 250 coach capacity has been selected on property owned by the County Fair Association and located on the north side of Tully Road between 7th and 10th in south central San Jose and across Tully from the County Fair Grounds. Public hearings have been scheduled for February 19, 1979 on an UMTA Capital Grant application to cover $6.4 million of the $8.4 million total project cost. The County's donation of the land, valued at $2 million exceeds the 20% local share and $600,000 is expected to be realized from sale of the existing 125 coach Central Division at West San Carlos and Sunol near downtown San Jose. It is the former SAN JOSE CITY LINES garage built in 1938 with two storage yard additions since 1973 by CT on the site of the predecessor SAN JOSE RAILROADS car house. Completion of the new Central Division is planned for September 1980.

METRO COMMUTER COMPANY INC. (MCC)

PASADENA: MCC service between Arcadia, Pasadena, Glendale and Hollywood-Burbank Airport was revised on October 28th to provide one additional daily round trip between Pasadena and the Airport while the service to Arcadia, formerly three round trips per day was swithced to an On Call basis with 24 hour reservations required.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: GBML's two new RTS-II buses (WT 12/78) were scheduled to be placed into service on January 15th on Line 1-LOS ANGELES-GARDENA. The Gardena City Council last month laid the ground work for purchasing seven more of the advanced design fully accessible buses.

LIVERMORE TRANSIT "RIDEO"

LIVERMORE: Service in and around Livermore is provided by RIDEO consisting of 5 fixed routes using four buses. Routes are CHABOT, VANCOUVER, EAST, GRANADA and SPRINGTOWN. EAST and GRANADA are thru routes as are VANCOUVER and SPRINGTOWN. Routes were laid out by the Public Works Department and generally serve high activity points including Lawrence Radiation Labratory. Operations are conducted under contract by PATCHETTS BUS & TRANSPORTATION COMPANY (recently sold to ARA Food Services, Inc.) using five TDH 4517s from Richmond, Virginia plus one Ford with a Ward body used as a spare. The GMCs are numbered in the 5300 series to match computer requirements. Adult fares are 25¢, seniors and children 10¢. Transfers are accepted from AC operated BART buses and the BART buses accept RIDEO transfers good for one zone of travel. November 1978 ridership approached 17,000, much heavier than projections made prior to start up.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning on January 2nd former Lines 482 Express Service was replaced by RTD's tenth Park/Ride linesas Line 762-DIAMOND BAR-ROWLAND HEIGHTS PARK/RIDE began operation with four morning inbound trips and four afternoon outbound trips on the following route: From Diamond Bar Blvd. and Golden Springs Drive via Golden Springs, Colima Road, Azusa Ave, into Puente Hills Mall serving the Mall's Park-N-Ride facility, Azusa Ave, Pomona Freeway, 605 Freeway, San Bernardino Freeway including the San Bernardino Freeway Express Busway, Arcadia St, Spring St, 1st, Hope/ Flower and Wilshire to Western. The new line is based at Division 9 using 7300s.

The federal government has allocated funds to complete the San Bernardino Busway to the Union Station. The $13.2 million grant will extend the Busway 0.9 mile across the Los Angeles River and from there it would run parallel to the north side of the freeway through a planned Transportation Center at Union Station with double bus lanes ending and starting at Alameda Street. Design and engineering already are under way and CALTRANS has indicated construction could start in November 1982.

Plans are under way to convert the 3000 series S8M5303As and 5600 series FDV8C-401-7-UL-AC Flxibles to automatic transmission buses. 15 Allison V-730 transmissions are to be purchased and these will go into 15 7400 series 53102-8-1s, the VS-2s from which will go into the 3000s. In addition there is an option for 30 more V-730s and if purchased these would provide a pool of spare units. Half would go into 15 more 7400s releasing 15 VS-2s for spares and the other half would provide 15 spare V-730s for the 7400s and 8000-8100 series AM Generals.

TDH 3301s #1200, 1202, 1204 and 1205 have been moved to Division 12 and assigned to Lines 872-BARTON HILL-PARK WESTERN PLAZA and 874-PORTS O' CALL replacing Minibuses 1155-1160 (which had been there on a trial to test use of smaller buses on neighborhood lines) which were transferred to Division 3 and Line 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS.

OMNITRANS (OT)

SAN BERNARDINO: The Yellow Cab operated HIGHLAND AVENUE-PACIFIC-BASELINE crosstown service using two Checker Aerobuses has been continued beyond the original October 30 contract ending date by charging its costs to the city's (San Bernardino) general fund after approval by the City Council. The service is to be continued month to month while an evaluation of transit use patterns is determined and the last two hours of weekday service 630PM and 730PM were eliminated. Also under discussion has been a proposal to trim a number of trips before 630AM weekdays (700AM Saturdays) and after 700PM all days on Lines 1/2, 3/5, 4, 6/13/17, 7/9, 8, 10, 15/16 and 24. Line 9-RIALTO-BLOOMINGTON has had a routing change in west San Bernardino to operate via Foothill, Rancho, Rialto, Pepper and Foothill and regular route. OT and Get About Transportation, Inc. of the Pomona Valley have joined forces to use six vans equipped with wheelchair lifts to link DAR service between cities in the West End and Pomona, Claremont, San Dimas and La Verne. Radio communications will be used to coordinate transfers at Montclair Plaza and Indian Hill Village. Service will run weekdays between 830AM and 430PM with 50 cent fares for each San Bernardino County city in which passengers travel and a 50 cent contribution is suggested for GAT riders. The City of Rialto is now being served by a two vehicle Dial A Ride system operated by Yellow Checker Leasing of San Bernardino. YCL owner Art Parlas is owner of Yellow Cab of San Bernardino which firm operates DAR systems in San Bernardino and Colton for OT.

MOVING ? SEND US YOUR NEW ADDRESS SO THAT WESTERN TRANSIT WILL CONTINUE TO REACH YOU

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA buses are assigned to specific services unless substituted for maintenance purposes and this includes the small buses assigned to fixed routes operated by contractors. As of November 13 the list includes: Line 1-MAGNOLIA AVENUE: TDH 5304s 151, 153, 154, 155 and 156; Line 12-CALIFORNIA AVENUE: TDH 4519s 111 and 112; Line 13-ARLANZA: TDH 4519s 109 and 110; Line 14-CASA BLANCA: TDH 4519s 105 thru 108; Line 15-ARLINGTON AVENUE: TDH 4519s 102 and 104; Line 16-SUNNYMEAD-MARCH AFB: TDH 4519s 101 and 103. Full size spare buses include TDH 4519 113, T6H4521As 114-115, TDH5304 152 and TDH4517s 194-196. On small bus lines 21-JURUPA LOOP has Dodge Van 816; Line 22-PERRIS: Forti-Van 961; Line 23-MORENO: Dodge 813; Line 24-WOODCREST: Dodge 820 and Line 25-HIGHGROVE: Forti-Van 962. Dial-A-Ride service in Perris was expanded to include Wagon Wheel, Good Hope and Enchanted Heights on January 2 as RTA began using two vehicles (was one) Monday thru Saturday (was Friday between 730 AM and 630PM (was 500PM). Fare is 50 cents with transfer privileges to and from RTA Line 22. DAR service in Hemet and San Jacinto has been growing in passenger volume such that it has caused longer and longer waits for the bus pick up. About 400 per day are riding and the figure keeps increasing. RTA is investigating two fixed routes to serve the cities with perhaps a DAR service beyond the fixed route's limits. Preparations are underway to inaugurate bus service between Lake Elsinore and Riverside. The routing would be from Lake Elsinore via Highway 74 to Perris and from that point over one of three options to Riverside - present Line 22, Highway 395 or to Tyler Mall. RTA is presently leasing one Gillig bus (former SAMTRANS 265) to serve as a spare small bus while the vans are being shopped.

LAKE ELSINORE TRANSIT SYSTEM (LETS)

LAKE ELSINORE: LETS is holding discussions with RTA aimed at takeover of LETS by RTA. RTA, tentatively, would extend the service south to Murrieta and Rancho California. Presently LETS operates three Argosy buses (#602-604) with service requirements of two buses. The system has been plagued with mechanical trouble with the buses. The present routing calls for one bus operating clockwise around the lake and the other bus counter clockwise. An additional loop is made through an older section of Lake Elsinore between around-the-lake trips.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: PVVTA Directors have voted to accept a bid of $23,291 for purchase of one van to transport handicapped persons by purchasing a Wayne Transette which will hold 11 adults and two persons in wheelchairs. This was not the lowest bid, but instead came closest to meeting specifications PVVTA obtained from an unnamed bus line operating in the county. Three other bids were entered: Fortibus CB-80 at $25,932, Fortivan Commuter at $21,154 and Fortivan Commuter demonstrator model at $18,095. PVVTA also established a fare structure of 35 cents cash, $12 monthly pass and $6 senior/handicapped monthly pass and children under six free with adult fare.

COMMUTER BUS LINES, INC. (Douglas Bus Lines d/b/a)

LONG BEACH: CBL has applied for Class "B" Charter Certificates with bases of operation of Sacramento and Long Beach. CBL is also the recipient of certificates formerly issued to SUBURBAN COMMUTER SERVICE for service between Simi Valley and Zuma Beach, Simi Valley and Los Angeles and Simi Valley and Del Mar Race Track.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: City Council recently approved filing for $600,000 in UMTA funds for purchase of buses, shop equipment and renovation of existing buses and $63,000 to cover the 1977-1978 fiscal year operating deficit.

JOHN MERCER CONSTRUCTION COMPANY, INC.

GLOBE, ARIZONA: A foreclosure auction was held recently to dispose of the assets of a mini-conglomerate operating the name of John Mercer Construction Company. One of the subsidiaries of this firm operated charter bus service and auctioned off were 2 Silver Eagles, one PD 4104 and a PD 3704. The conglomerate also owns other firms based at Globe including the local GLOBE-MIAMI STAGE LINES, INC. which ran city style using vintage conventional Chevrolet engined school buses with low backed non padded student seating while PIONEER TRANSPORTATION, INC. runs from Globe to both the Trailways and Greyhound stations in Tucson along U. S. Highway 77 via Mammoth. The disposition of these two firms is still unknown.

NOGALES-BISBEE STAGE COMPANY, INC. (NBS)

NOGALES: Russell's Official National Motor Coach Guide is again showing a listing for NBS but not the original Nogales-Bisbee-Douglas route via Patagonia and Miracle Valley Bible Camp. They have apparently taken over the former SULGER BUS COMPANY rights from Tucson and the Tucson Airport to Fort Huachuca via Huachuca City and Sierra Vista which is still Sulger's base for the remaining bus, taxicab and limousine operations. Two daily trips, one morning and one afternoon, are operated the PM trip from the Fort to Tucson omitting the stop in downtown Sierra Vista.

CITY OF MIDLAND, TEXAS

MIDLAND: A demand responsive system for this city using seven 15 passenger vans will be funded by a $184,000 grant, $147,840 from UMTA, $24,024 from the state and $12,936 from the city. Included in the purchases will be 16 communications units, two wheelchair lifts and contingency funding.

CITY OF TYLER, TEXAS

TYLER: Studies are now underway in this east Texas city to determine the feasibility of a new seven route system here. At this time the city is subsidizing a one line bus system at $1000 per month.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS has reported an overall 7% growth in ridership during 1978 despite a 6.9% drop in scheduled service caused by late arrival of new buses which made it impossible to add all the new services planned for the year. The Dallas Public Transit Board adopted a policy of requiring DTS to generate at least 50% of its operating costs in revenue. DTS paid 65.5% of its costs thru revenues gained from various sources and a portion of this revenue was put back into the service resulting in 900,000 annualized new miles.

HOUSTON TRANSIT SYSTEM (HOUTRAN)
METROPOLITAN TRANSPORTATION AUTHORITY

HOUSTON: A request for a federal grant has been scaled down from 250 advance design buses to 226. Also included in the $24 million figure was spare parts, 125 electronic fareboxes, 24 supervisory autos and five maintenance vehicles. One of Houston's new RTS-II buses (#1795) has been scrapped following an accident in which the bus was hit at the center door by a Southern Pacific fast moving freight. The rear wheels nd the engine were knocked off the frame. The new MTA is repainting the entire fleet in a new color scheme - silver gray with maroon/orange striping.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
All West Tours	(444-445	MCI,	MC8/-	
	(559-560	GMC	P8M4905A/1908-1909	V-730 transmission
USED				
Falcon Charter Service	(62-63	MCI	MC9/S13618-U34025-	57 seat
	(		S13619-U34026	
	(64	MCI	MC9/S13756-U34028	49, RR
Trans Cal	36	GMC	PD4107/470	Napa -
Merced College	unkn	GMC	PD4106/964	Nev Cntrl 964
Salinas Transit System	(unkn	GMC	TDH4517/387	Nev Trnst 16
	(unkn	GMC	TDH4517/826	Pichmond Va 353
Gray Line of Los Angeles	(4825-4827	GMC	TDH4801/206,217,	RTA 197-199
	(		198	
DISPOSITIONS				
Falcon Charter Service	46	GMC	PD4106/433	Pvt party
Nevada Central Mtr Lns	2829	GMC	PD4106/2829	Douglas Bus Lns
Town Tour Fun Bus	716	GMC	TDH4517/763	PTA for parts
Nevada Transit Co	(17-21	GMC	TDH4517/1357,1358,	Pvt party
	(		1361,1363,1359	
Salinas Transit System	804	GMC	TDH5103/519	scrapped
Mission Trails Chr Serv	609	MCI	MC5/U5701 S6486	pvt party

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MEETINGS: January 14, February 11, March 11, April 8 -- 730 PM
Pasadena Chamber of Commerce Building, 181 South Los Robles, Pasadena

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