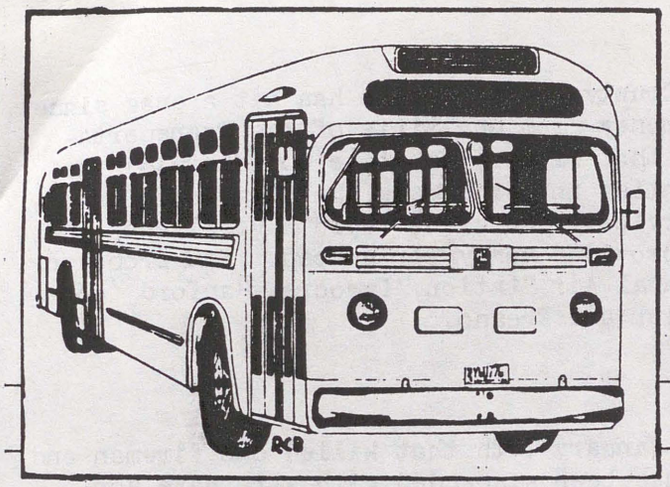


# Western Transit

Monthly Publication of The Western Transit Society

Vol. 17 No. 3 MARCH 1979

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have decided to turn over management of the county's transit system to ATE Management and Service Company of Cincinnati, Ohio despite threats by the City of San Bernardino to pull out from the agency and the failure to seek bids from other firms. Legally, San Bernardino cannot pull out until January 1, 1980. ATE will assign four executives including present OT General Manager Paul Marsh to the county under a three year contract beginning March 1st. OT has fallen upon hard times lately with the California Highway Patrol giving some vehicles an unsafe designation and a spate of employee departures which left f ve vacancies in executive positions. San Bernardino, Rialto and Colton opposed the contract feeling that the board was approving the contract too quickly and without adequate study and that bids should have been solicited from other management firms. Some elcted officials have indicated that the conversion to ATE could end an era of conflict between former city and county employees who were transferred to OT when the agency was created in March 1976 by a merger of the former SAN BERNARDINO TRANSIT SYSTEM and what was then the new bus system run by the county transportation department for other parts of the valley including Yucaipa, Victorville and the West End cities. The three year contract costing an estimated $170,000 the first year also would provide for specialized management assistance from ATE's Cincinnati headquarters. OT's West Valley division location was recently moved from its original location in a converted gas station on Holt Boulevard in Ontario to the former Upland city corporation yard on Campus Ave between 14th and 15th Streets in Upland. A study is presently underway to increase OT ridership in the West End by making more use of Dial A Ride vans and autos and less use of buses and in Ontario, for example, DAR vehicles from three or four zones in the city would carry riders within those zones or to downtown Ontario for transfers to fixed route buses to other cities. OT has approved a one year, $122,179 contract with Yellow Checker Leasing operated by Art Parlas which will nearly double the special van service provided for seniors and handicapped in the East Valley. Begun February 19 five new 11 passenger vans with lifts are operating in all communities from Fontana to Yucaipa. The fare is 35¢ within each of the four zones across the East Valley and until radios are installed passengers will have to request transportation one day in advance. OT's advisory committee recommended awarding the contract to YCL at $8.75 per hour although a bid was submitted by the Holy Deliverance Church of God in Christ of Redlands at $8.90 per hour which a staff committee had recommended. The church is now operating DAR service in Redlands and the staff said the church had more experience in transporting elderly and handicapped and questioned whether YCL could operate profitably for long without a rate increase. Early morning and early evening trips Monday thru Saturday on lines serving San Bernardino have been dropped saving the city about $41,000 which money will be used to continue operating Line 18-HIGHLAND-BASELINE CROSSTOWN. It was generally trips prior to 630AM on Lines 1/2, 3/5, 4, 7, 10, 12, 13 and 15/16 and trips after 600PM on Lines 1/2, 11, 15/16, 17 and 24 and the 530PM and 630PM trips on Line 18 which is operated under contract by YELLOW CAB COMPANY of San Bernardino.

CITY OF COALINGA

COALINGA: A proposal to expand bus service into Kings County and to Fresno has hit a snag si the State of California shifted the city's request for money from one title of the Transportation Development Act to another. The switch would mean that either the state would administer the program or the money would be divided among the counties in which case the city would have little to say about how to spend the money or expand service. The grant would have allowed the city to buy two diesel buses with lifts and would have provided money for upkeep. The proposed route started in Coalinga with stops in Huron, Lemore Naval Air Station, Lemoore, Hanford (connecting with ORANGE BELT STAGES), Laton, Riverdale, Fowler and Fresno.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Since a fire occurred in the transbay tube on January 17th that killed one fireman and injured several dozen people, service through the tube has been suspended with alternate service being provided by BART chartered buses using private carriers on weekdays and AC TRANSIT on weekends. Presently BART is spending $30,000 a day to transport passengers free across the bridge. A plan to begin charging patrons for the ride has been discussed but not implemented. The buses operat between the San Francisco Transbay Terminal at 1st and Mission and the BART/MacArthur Station in Oakland. Charter operators observed include FALCON CHARTER SERVICE, EASTSHORE LINES, FRANCISCAN LINES, PEERLESS STAGES, INC., GUITON CHARTER SERVICE, SCENIC HYWAY TOURS, CONTINENTAL TRAILWAYS SYSTEM, TRANS CAL and BAY AREA LIMOUSINE & BUS SERVICE. Saturday service usually features ACT MAN/AMGeneral articulated buses and Sunday has AC" 900s (T6H5305s and 5307s) The latest estimated date for return of train operation is mid March if BART can convince the PUC that the tube is safe in an emergency. The PUC staff has recommended that firemen ride the trains until flammable polyurethane and glass fiber materials are replaced and the Commissioners have indicated that both the San Francisco and Oakland fire chiefs must okay whatever safety plans BART proposes. The SF chief, Andrew Casper, has suggested that unscheduled fire drills be held while trains are in the tube at the call of the fire departments. His plan would have a BART train suddenly stop in the tunnel, passengers would leave the train and enter the pedestrian gallery running the length of the tube. "Undamaged" cars would then be detached from the others and the passengers would be returned to the safe cars and go on their way or would be rescued by a train on the opposite track. BART has not been receptive to these ideas and other recommendations are being studied. HARBOR CARRIERS, INC. received temporary authority to operate ferry boat service between Oakland and San Francisco for the duration of the shutdown and HC wanted BART to charter two vessels for about $5000 a day and to pay for a bus shuttle from Lake Merritt station to Oakland's Jack London Square but BART offered only to provide the buses and pay 26¢ per passenger and HC withdrew their plan.

CITY OF EL CENTRO

EL CENTRO: February 5 was start up day of a city Dial-A-Ride system using six Economic Opportunity Commission vans. Seniors will continue to have free access to the vans but other residents, 55 and under, can now also use the DAR system for transportation anywhere in the city for 50 cents. EOC will operate the system, the city will fund the program and the Imperial County Board of Supervisors will supply funding for 10 CETA positions to run the system. A coupon system will be used to prevent handling of money which coupons will be distributed by local financial institutions. Fare is 50 cents and service operates 7 to 7 on weekdays with promise to institute Saturday service if demand is shown. The system is expected to help El Centro continue to claim there are no "unmet transportation needs" in the city so it can continue to use gas tax funding for street repairs.

PLAZA MAYOR SHOPPING CENTER

SAN YSIDRO: The newest shopping center in the area, located at Avenida Camiones and I5, has initated its own transit line between the center and the International Boundary since no public transit exists in the area. Free buses run 11AM to 9PM Monday to Saturday and 10AM to 9PM on Sunday.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA Directors have voted ti increase student Dial A Ride fares ten cents to 35¢ beginning July 1st. By the agency's own estimates ridership will decline 10% while revenue will increase 26%. Cutbacks by many school districts in th wake of Proposition 13 have affected the eligibility of many students in riding school buses and as a result have flooded the DAR vehicles in the affected areas. This has resulted in excessive waits for other passengers and many complaints. Students now comprise 25% of total DAR patronage. RTA will purchase two new vans for the Hemet-San Jacinto DAR system and one apiece for the Rubidoux, Moreno Valley and Perris Valley systems to help transport ever growing ridership. The 12 passenger vans will be purchased from Moss Motors in Riverside for $14,775 apiece and will be paid for from the Local Transportation Fund and is included in the agency's current budget. RTA Board has approved an expanded bus system in Hemet-San Jacinto combining a fixed route system with Dial A Ride. Under the new system the area will be divided into six DAR zones. The DAR buses will feed into two lines that will operate along main streets on a fixed schedule. DAR service of taking patrons to specific destinations will continue if taking a scheduled bus is not practical. This service will cost $117,000 for six months. Slight schedule and routing changes took place January 28th on the Riverside local lines. Line 1-MAGNOLIA had slight schedule adjustments and the Blue Streak extra midday service is now included in the regular timetable. Line 12 had the 7:40PM north and southbound trips dropped while Line 13 had its first and last trip in each direction trimmed. Line 14 was extended further north along Orange St to Center looping along Stephens, La Cadena, Chase and back along Orange. Weekday night service trimmed back to last trip in each direction at 6:40PM and the number of thru trips to Home Gardens was expanded from 9 to 13. Line 15 had its 7:40PM and 8:40 PM westbound trips and 7:45PM eastbound trips eliminated while the downtown loop of Line 16-MARCH AFB changed slightly from University-Market-7th-Orange to Market-5th-Orange-7th-Market to University. RTA and the Amalgamted Transit Union membership (47 operators and 7 mechanics) have each approved a new three year labor agreement. The former top rate of $5.40 was raised to $6.20 retroactive to last September. Under terms of the contract wage rates in the first year range from $5.25 to 6.20, from $5.35 to 6.60 the second year and from $5.45 to $7 the third. Top mechanics will earn $1.40 per hour more than the top operator wage rate each year. The number of holidays remained at 12 but are now divided between 6 set holidays and 6 floating; the nine paid sick days were converted to six paid sick days plus three unpaid personal days which can be signed up for 72 hours in advance; paychecks will now be distributed every two weeks instead of twice a month; no strike/no lockout provision; RTA promises to keep the Exact Fare program and a provision that any RTA bus carrying more than 30 passengers will be driven by a union member which will allow the practice of contracting out Dial A Ride operations. ATU officials have indicated they will now work with RTA officials toward getting federal grants of about $7 million which have been held up for two years after RTA started service and SCRTD employees lost jobs in Riverside. The routings for the Hemet/San Jacinto lines will be as follows: One line will start at San Jacinto Civic Center along Ramona Blvd, north on State to Mt. San Jacinto College returning on State past Riverside County Complex and east on Latham past Hemet Civic Center, east on Florida to Stanford and Hemet High. The second line will start in West Hemet on Florida near Gibbel Park east to Canterbury, south to Whittier, east to Palm, north to Latham and east to Linda Vista Mobile Home Park in Valle Vista. The fixed route lines and DAR will operate weekdays 7AM to 6PM and on Saturday from 9AM to 5PM. Only the DARs will operate Sundays from 9AM to 2PM. The City of Hemet is registering protest to the proposed RTA intercity line between Hemet and Riverside's Tyler Mall as the city claims the service would threaten their source of sales tax revenue. The city has been in the midst of a campaign to promote commercial development including a shopping mall one half the size of Tyler Mall. RTA has taken the position that since a majority of respondents to a rider survey indicated Tyler Mall was the most popular Riverside destination that this should be the terminal for the line. Further discussions are anticipated.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC officials, San Diego Mayor Pete Wilson and City Council members, AT officlas and SDTC bus operators have all made comments to the effect that "the other side" is to blame for the financial plight of SDTC but some resolution must come before the firm is whittled down to perhaps nothing as a series of service reductions and employee layoffs continues. THE SDTC Board passed a resolution to recommend dissolution of SDTC if Amalgamted Transit Union members rejected the terms of the SDTC last and final offer to settle contract difficulties which the membership rejected 416 to 26. After further SDTC Board meetings Chairman Marc Sandstrom said dismantli would be one alternative sent to the City Council. Others would include raising far up to $1 and further reducing service. Board members met with John Dash (John Dash & Associates, well known transit arbitration specialists) who has been retained to represent SDTC in proposed arbitration proceedings which ATU has called for. An arbitration panel consisting of two persons from the company and two from the union plus one chosen by both will be formed to hear the issues in the case and then make a binding decision on the new contract. On January 28th six lines were eliminated, service reduced on four others and 39 operators laid off. By June 30 six more lines may be dropped. Lines eliminated were 14-GRAND AVE-SOLEDAD MOUNTAIN, 21-MIRA MESA-SORRENTO VALLEY, 43-ALLIED GARDENS-FASHION VALLEY-SAN DIEGO, 50-UNIVERSITY CITY EXPRESS, 51-OTAY MESA and 110-SOUTHEAST SAN DIEGO EXPRESS. Service on Line 36 will be dropped between 70th & El Cajon and College Grove Center and those buses will only operate between College Grove and La Presa Avenue in Spring Valley. Half hour headways were reduced to hourly on 20-RANCHO BERNARDO EXPRESS, 27-PACIFIC BEACH-TIERRA-SANTA and 35-OCEAN BEACH. In the next few months palns are being made to drop 12-BAYVIEW HILLS-NATIONAL CITY, 13-ALLIED GARDENS-FAIRMOUNT PARK, 33-IMPERIAL BEACH LOCAL, 36-SPRING VALLEY, 41-FASHION VALLEY-DEL MAR, 80-GROSSMONT CENTER-PACIFIC BEACH EXPRESS and 100-SOUTH BAY EXPRESS. Operators presently make $9.53 per hour and ATU officials have indicated they have not asked for a rise in that rate or that all COL increases continue but they are worried about proposed changes in the pension plan, hiring of part time operators and other changes in the fringe benefit package. It is estimated that the arbitration proceedings will take up to four months to settle but the planned cutbacks will be kept in reserve until the panel issues its decision.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: The Comprehensive Planning Organization has approved $2.5 million in operating funds which will be 1/4 of NCTD's budget for the coming year. CPO members vote to divide monies among the three transit districts in the county based on a formula based 80% on passengers carried and 20% on miles traveled which formula was a compromise between NCTD and SDTC proposals. NCTD Directors have authorized purchase of up to ten used buses estimated to cost up to $25,000 each. The 40 foot buses would replace some of NCTD's 35 foot buses which would then be used as relief units or for added rush hour service. Patronage has increased to levels that the smaller buses have been passing up prospective riders. Bids will go out for the units which must be between 1965-1970 models, in top condition and ready to drive. NCTD has started new line running to the Oceanside Industrial Park operating on a loop at 30 minute headways with a special run to the Deutsch Company for early morning and afternoon shifts. With this addition NCTD employees will be able to ride the bus to work.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB Board has authorized Chairwoman Judith Bauer to sign a letter of intent to buy 14 light rail vehicles from Duwag-Siemens, West German manufacturer of vehicles. Final contract cannot be signed until the ICC decides if MTDB can acquire San Diego and Arizona Eastern Railway. The cars would be delivered by January 1981. Extensive track work including heavier rail and repair of a number of bridges will need to be made prior to institution of rail passenger service.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On November 6 Menlo Park local line 50B-BAY RD-SHARON HEIGHTS was changed as follows: West terminus extended from Sharon Heights Shopping Center via Monte Rosa to Sharon Heights Convalescent Hospital; service restored to Menlo Park S. P. Depot via Santa Cruz Ave from El Camino Real (ECR) to Merrill (instead of 1 block south on Ravenswood) and Alma detour loop off Ravenswood dropped; southerly detour off Santa Cruz to Littlehouse Senior Center via ECR, Middle and University operated hourly instead of 30 minutely with alternate buses proceeding directly along Santa Cruz from ECR to University; service restored on easterly end to Marsh Manor (Redwood City) from Bay and Ringwood north via Bay and Marsh Rd looping Florence, 17th, Page and Marsh (operated in series with Bay/Van Buren loop to the south of Ringwood) and 1 school trip added AM from Marsh Manor via regular route to Middlefield and Ravenswood, then extending north on Middlefield to Encinal School and returning same route in PM. Headways remain 30 minutely weekdays and 60 Saturday but requirements increased from 2 to 3 and 1 to 2 respectively. On November 20 intercity line 4A-HILLSDALE connecting Hillsdale Shopping Center in San Mateo with Stanford Shopping Center in Palo Alto was changed to serve Stanford Medical Center weekdays only by detouring off Willow Rd via Pasteur Drive; San Mateo local line 43G-GRANT was rerouted in South San Mateo to the east off Delaware via Concar, So. Grant onto Ginnever and returning on Bermuda to Delaware and cross county line 90H-HILLSDALE-HALF MOON BAY had 1 early afternoon trip extended north from regular Hillsdale Center terminus via ECR to 1st and P in downtown San Mateo and return. December 4 saw Line 3B-BART-AIRPORT-BURLINGAME EXPRESS extended on its north end from BART/Daly City to Stonestown Shopping Center via John Daly, Junipero Serra and 19th Ave (S.F.) and 30 minutely weekday evening service added from 630PM until 10PM (bus requirements remained at 4 as additional 6 minutes running time absorbed by reducing recovery time); Daly City line 20C-MISSION & TEMPLETON-SERRAMONTE was simplified at its southern end to run from Serramonte Cntr via Serramonte Blvd & St. Francis to Southgate instead of stair-stepping Serramonte, St. Francis, Clarinda & Lakeshire to Southgate; 22D-BART-SOUTH SAN FRANCISCO had weekday peak headways (630A 900A and 200P-530P) improved from 30 to 20 (4 buses) and running time increased from 25-28 to 35 minutes thus requiring 3 instead of 2 base buses and Burlingame local line 34D-SKYLINE had two morning and afternoon short school trips added which operate from Burlingame S. P. Depot direct to Burlingame Intermediate School via California & Trousdale in the morning and return in the afternoon.

STANFORD CAMPUS TRANSIT SYSTEM ("MARGUERITE")

PALO ALTO: The intracampus free shuttle began the University's academic year in October by offering expanded service over a route which combines the previously operated basic line along Serra St from the Escondido Village married student housing complex to Stanford Medical Center (extended to Stanford Shopping Center midday) with an upper campus loop serving all major academic buildings, student living quarters and the Tressider Student Union. This loop route had been tried in the evenings on a 5 week experimental basis in spring 1976 and again from 7AM to midnight in spring 1977, but was not repeated during the 1977-78 school year. The new service consists of two routes running in opposite directions around a large loop on 10 minute headways Monday thru Friday from 630AM to 630PM as follows: Route A operates both directions along Serra from Escondido Village to Campus Dr, then on a counterclockwise loop continuing via Serra past Hoover Library and the Main Quadrangle, Via Palou, Campus Dr and Roth Way to the Medical Center (and continuing on a leg past the Med Ctr via Quarry to Stanford Shopping Center and return 1030A-230PM returning Campus Dr, Panama St, Samuel Morse Way, Santa Teresa, Lomita Dr, Lagunita Dr (past Tressider Union), Mayfield Ave, Campus Dr, Alvarado Row, Galvez St, Escondido Rd, Campus Dr and Serra to Escondido Village.

STANFORD CAMPUS TRANSIT SYSTEM Continued

Route B also starts at the Village and runs along Serra to Campus Drive, then turns onto Campus Rd and loops clockwise over the reverse of Route A including the midday extension to the Shopping Center. Roundtrip running time including layover on each route is 20 minutes to the Medical Center and 30 minutes to the Shopping Center requiring a total of 4 buses base and 6 midday peak. Service continues to be operated under contract for the University by PENINSULA CHARTER LINES of Palo Alto using Stanford owned open-bench (curbside only) red and white Microbus/Dodges #1-4, supplemented by green and white PCL TGH 3102 #401 and a newly added one door TDH 3612 #308 with veteran Ford Transit #221 as a standby.

SFO AIRPORTER, INC. (SFOA)

SAN FRANCISCO: SFOA which provides bus service between downtown San Francisco and the San Francisco International Airport increased its fares on February 20th after approval was received from the Public Utilities Commission. The fare was increased from $1.40 to $1.75. SFOA had expected to lose $166,604 after taxes had the former fare structure remained in effect.

LYNWOOD DIAL-A-RIDE

LYNWOOD: During less than one year of service the DAR system using one van charging a quarter fare has become so popular that sometimes several days are needed for advance notice of pick ups. The city has decided to apply to the state for more funds for FY 79/80, about $25,000 up from $15,554, which would be used to purchase another van and hire another driver and also possible installation of a wheelchair lift. The city intends to find other sources of financial support if the state does not provide the requested extra funding.

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: GL officials have announced that a new downtown San Francisco bus terminal will be built on a site at Seventh and Mission (east of the present facility by ½ block). The new $5 million three level building will contain 74,000 square feet The first floor will contain a waiting area with boarding gates for 23 buses, a newsstand gift shop, a vending machine area, a full restaurant and offices for administration. The mezzanine area will be for drivers' facilities and the top floor for free parking for 41 cars entered from Mission Street for customers of Package Express which will feature a drive in window to speed up service. The bus firm has been waiting for 15 years for the facility. The present terminal serves about one million riders yearly.

PALO VERDE VALLEY TRANSIT AUTHORITY (PVVTA)

BLYTHE: General Manager Chuck Reynolds has informed the PVVTA Board that MicroBus Corp. has informed him that the two buses already on order will not be delivered until July, about six months after the contract date. Although the manufacturer could be assessed liquidated damages of $100 daily PVVTA officials have instructed their attorney to contact the company reminding them of these penalities and determine if the firm would wish to back out of the order. Meanwhile, PVVTA is looking at the possibility of leasing buses at least until the expected delivery of the Micro Buses.

CITY OF SEAL BEACH

The city sponsored free bus service linking Leisure World, other residential areas and the city's five shopping centers will be continued for another two years the city paying half the cost and area merchants paying the other half. LBPTCo buses are used.

7 * * March 1979 WESTERN TRANSIT

PULIMAN, WASHINGTON

PULIMAN: The city's first transit system will commence operations on March 19at 700 AM. At 500AM on the same date the city's Dial-A-Ride will be placed in service using two leased Mercedes Benz buses. The senior citizens' DAR van will become part of the new program. The fixed route transit line will operate from the Washington State University, on the north side of the city along a high density corridor of apartments into the central city area. Two buses are required to fill the schedule. The city has leased four GMC buses (details unknown) from SPOKANE TRANSIT SYSTEM who is refurbishing the buses and painting them in Pullman's livery prior to start up date. The project is being funded by a 2% Utilities tax (local) plus Washington State Motor Vehicle funds. This will be the fifteenth local transit system in Washington.

CENTRAL TEXAS BUS LINES, INC. (CTBL)

DALLAS: CTBL has taken over the operations of the TEXAS ELECTRIC BUS LINES between Dallas and Waco. TEB was a remanent of the former Texas Electric Railway. Service had dwindled to three round trips per day daily plus a weekday only round trip between Dallas and Waxahachie. CTBL operates between Dallas and Waco via a different route from TEB and south to Brenham and Bryan.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Lines 9-COUNTRY CLUB and 14-MEDICAL CENTER were both recently extended and received additional scheduled buses. 14 now operates on a 25 minutely headway with two buses. The Lower Valley changes took place February 11 with Line 19 routed via Montana, 17, 21, 25 via Texas and Alameda and 18 and 22 via Paisano. On Sunday the buses are spread apart in time: Leave on the hour - 18 and 19, leave 15 minutes after - 17, leave on half hour - 22 and leave 45 minutes after - 21 and 25. Weekday equipment requirements now include the following:

| | | |
|---|---|---|
| 2 FORT BLISS | 2 base | |
| 3 SUN VALLEY | 5 base | |
| 4 BEAUMONT | 2 base | |
| 5 GOVERNMENT HILL | 2 base | |
| 6/6B/8 HIGHLAND-MESITA | 4 base | |
| 7/10 2ND WARD-PAISANO | 4 base | |
| 9 COUNTRY CLUB | 1 base | 2 peak |
| 11 PARK | 5 base | |
| 12 GRANDVIEW | 3 base | |
| 13 CIELO VISTA | 2 base | 1 peak |
| 14 MEDICAL CENTER | 2 base | |
| 15 CORONADO HILLS | 2 base | |
| 16 EASTWOOD | 1 base | 2 peak |
| 17 HIGHWAY 80 | 4 base | |
| 18 PASODALE-LAKESIDE | 4 base | |
| 19 LOMA TERRACE | 4 base | |
| 21 TIGUA | 4 base | |
| 22 HACIENDA HEIGHTS | 4 base | |
| 25 LANCASTER | 4 base | |
| 30 MONTWOOD EXPRESS | - | 2 peak |
| | 59 base | 7 peak |

EQUIPMENT REPORT

| Property | Fleet Nos | Builder | Model/Serial | Notes |
|---|---|---|---|---|
| NEW | | | | |
| Greyhound Lines-West | 8100-8152 | TMC | MC9/- | 43, RR |
| Guiton Charter Lines | 7701-7702 | MCI | MC8/- | |
| Pueblo Transportation Company | 10 thru 100 | GMC | TH8203/279-288 | 45 seats |
| Peninsula Chtr Lines | 324 | GMC | P8M4905A/720 | |
| Scenic Hyway Tours | (6905 | Prevost | P102/2371-76 | "Prestiege" |
| | (7421-7422 | Prevost | TS47/LM103-2456-78, TS47/- | "Le Mirage" |
| USED | | | | |
| Peerless Stages | 330-332 | GMC | PD4107/355,358,362 | GLE 5067,70,74 |
| Arrow Charter Lines | 1216 | GMC | PD4107/360 | GLE 5072 |
| Citifare (Reno) | (1-3 | GMC | TDH4517/100,105,102 | CARTA 209,204,201 |
| | (4-7 | GMC | TDH4517/936,-,935,- | La Trnst 306,-, 305,- |
| RIDEO (Livermore) | (5304,12, (15,16,17 | GMC | TDH4517/-,327,-, 181,- | -,GRT 312,-, VTC 1202,- |
| Salinas Trnst System | 813 | GMC | TDH4517/826 | Richmond 352 |
| Airport Commuter | 1054 | GMC | PD4501/551 | West Valley 1054 |
| WESTCAT | 2004 | GMC | TDH5103/136 | ACTransit 2004 |
| Gray Line-Los Angeles | 530 | GMC | SDH5302/090 | --, 53 seats |
| Western Charter | (871 | GMC | SDM5302/300 | Rawding Lines 52 |
| | (883 | Prevost | | Murray Hill - |
| Commute Service | 72 | Flxible | FD6V401ULAC/35016 | Red & Tan - |
| DISPOSITIONS | | | | |
| SCRTD | (1300,1307 | GMC | TGH3101/717,681 | sold for non |
| | (1301-1306 | GMC | TGH3102/574,556, | transit use |
| | ( | | 934,935, | " |
| | ( | | 528,527 | " |
| Westside Trnst Corp | 2012 | GMC | TDH5301/002 | to Indiana Univ. |

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PUEBLO TRANSPORTATION COMPANY (PTC)

PUEBLO: PTC recently took delivery of ten Advance Design buses from General Motors. The buses are numbered 10,20,30,40,50,60,70,80,90,100, they seat 45 in dark blue cushion seats, have 8V71 engines with 730 transmissions and public address systems. The fleet is painted white with an orange belt, the city's colors.

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