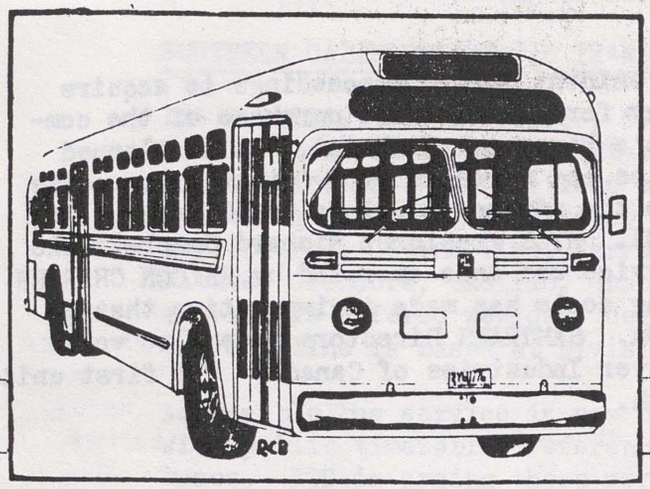


Western Transit

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METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB, while principally in charge of developing rail transit in the San Diego region, also oversees distribution of state sales tax money for transit in the southern half of San Diego County and recently allocated the City of National City $100,000 instead of the requested $205,700 for continued operation through June 30 for NATIONAL CITY TRANSIT and, at the same time, indicated that NCT and SAN DIEGO TRANSIT CORP. officials need to work out a solution to the bus transferring problems in the Paradise Hills area. Area residents formerly were served by SDTC and now must rely on transfers between SDTC and NCT. However, Judith Bauer, Vice Chairwoman of the MTDB Board felt that to place upon National City the onus to provide suitable bus service for Paradise Hills which is a community in the City of San Diego was "a contorted sense of fairness". In rail news the construction of the San Diego to the border line is on schedule and is expected to be in full operation by July 1981. The yet to be operated service is now the subject of further planning studies considering the possibility of an extension to a point south of Brown Field near the proposed Otay Mesa second border crossing. The new crossing would involve an extension of Harvest Road to the border, widening of existing streets to the 805 Freeway. A feasibility study on a possible extension of rail service to El Cajon including bus service planning, patroaage estimates and alternatives is now under way.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The Chula Vista City Council has approved renovation of 14 buses to meet CV's growing transit needs. SCOOT has approved the $250,000 necessary to rehab the buses to be done by AZTEC BUS LINES over a nine month period beginning in July. This was the most feasible step for CV inasmuch as funds are neither available nor anticipated for new buses which now cost about $130,000 and must be accessible to the handicapped. CVT has asked San Diego County for $230,000 for a bus maintenance facility project which funds will be added to $100,000 the city will supply. A consultant will be retained to determine whether the present city yard should be expanded or if an entirely new facility should be constructed.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: GET Directors have advised the Kern County Board of Supervisors that they want more information before agreeing to operate rural transit systems. Supervisors had met with GET Directors to ask for help with the operation of the proposed Kern River Valley Transportation System and proposed transit in the Lamont and Frazier Park areas. Although the county has approved the systems they are not anxious to get into the transit business and have postponed a decision on an intercity line between Delano and Bakersfield. Also proposed to GET was expansion into the Rosedale, Fruitvale, Northwest Bakersfield, Olive Drive and Greenfield areas and GET was favorable to all but Greenfield. GET has the authority to operate outside its boundaries but has no obligation to do so. However, various communities can annex themselves to the district thru the Local Agency Formation Commission.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: SAMTRANS Directors have voted to institute eminent domain proceedings to acquire MISSION TRAILS CHARTER SERVICE, INC. thus paving the way for the district purchase of the commuter bus service between Foster City and San Francisco's Financial District. It is planned to begin operating in May with the same routes, schedules and fares as MTCS (eight trips using eight buses northbound in the morning and southbound in the afternoon with a $1.60 fare). MTCS employees have been offered positions with SAMTRANS. MTCS Presidnet Richard Campbell who has operated the company since September 1977 (this service was once operated by FALCON CHARTER SERVICE) indicated that continually increasing operating costs has made it imperative that he sell the company and he instituted the sales transaction. SAMTRANS Directors have also voted to add 13 buses to the current 100 bus contract with Flyer Industries of Canada. The first units of that order should be arriving in San Mateo this month.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: AC and the City of Martinez have signed a contract under which AC will operate a new local bus line in the city between downtown and the Hidden Valley School serving areas not now provided transit by Lines M and D BART express. As planned service initially would be operated weekdays every 30 minutes between 530AM and 730PM. ACT's fifth operating division, a 15 acre parcel at the intersection of Highway 4 and Port Chicago Highway in Concord, was recently made official as ACT officials signed a $1.2 million purchase agreement. This division will ultimately be the home base for up to 250 buses and will be the largest operating facility. Monthly passes good for transbay travel will soon be available in four different price ranges depending upon length of the ride. The least expensive -$30- is good for unlimited riding between Albany, Berkeley, Emeryville, most of Oakland, Piedmont, Alameda, Treasure Island and San Francisco. The most expensive -$50- is good from ACT's Zone 4 in southern Alameda County. The passes will also be valid on local Eastbay buses.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Muni Metro service on the N-JUDAH line began February 18 for revenue paying passengers after providing a week of free rides. The N line has only five stops in the Market Street tunnel at Van Ness, Civic Center, Powell Street, Montgomery and Embarcadero. The service will operate 5AM to 10PM weekdays only with regular PCC service on weekends. K-INGLESIDE is the next to be converted on July 1st. There is a possibility that the M-OCEAN VIEW and J CHURCH lines on Market Street will be terminated so riders can board LRVs on Church and Duboce since service under Market is much faster. 80 of the 100 LRVs have now been delivered. Also beginning February 18 K-INGLESIDE was extended from City College along Ocean Avenue to the Balboa Park BART Station.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have approved a $1,154,534 contract with GMC Truck and Coach to provide eight new 44 passenger motor buses and, at OT's option assuming approval of a federal grant within the next 60 days, to furnish 33 more such units at the same unit cost totaling $4,728,452. Also approved was applying the East Valley's $1 per year charge for identification cards for the elderly and handicapped to the West Valley and set a rate of $25 a month for handicapped persons desiring passes for Dial A Lift service.

CITY OF IMPERIAL BEACH

IMPERIAL BEACH: The city, in concert with the City of Coronado, is calling for proposals for an operator to operate a bus system between the Palm Avenue station of the MTDB Trolley through Imperial Beach to Coronado and into North Island Naval Station. Bidders are to supply their own buses (five needed), however, an agreement between the city and MTDB may be had to use the idle Flxibles owned by MTDB at $100 per month. Final filing date was February 29th.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A new service, 609-COVINA, began operating March 3rd and will run for twelve weeks on an experimental basis being partially funded by the City of Covina. The service is a one way loop type service beginning at the Eastland Shopping Center traveling via Workman, Citrus, Puente, Hollenbeck, San Bernardino Rd, Azusa, Arrow Hwy, Citrus, Covina Blvd, Barranca, San Bernardino Rd, 4th Avenue, Badillo, 2nd Ave, Puente, Glendora, Badillo, Grand, Cypress, Barranca and Workman to Eastland. Hourly service is offered weekdays beginning at 9AM with the last trip starting at 3PM. The 609 line is based at Division 9.

Accessible bus service is now being advertised on seven lines on Monday thru Friday with public timetables referenced as to which trips will be operated with accessible buses. RTD is urging those persons using the lift buses for the first time be accompanied by a person who can assist them to determine if the person will be able to travel independently. Lines involved are (from Division 2) 2-BROOKLYN-HOOPER-COMPTON, 9-WEST JEFFERSON-HUNTINGTON PARK, 44-BEVERLY-WEST ADAMS, 83-WILSHIRE nd 95-VERMONT. 35-WEST VALLEY FREEWAY EXPRESS and 88-SAN DIEGO FREEWAY EXPRESS are lift equipped from Division 8.

A public hearing has been scheduled for April 10th to receive comments on possible fare changes proposed to take effect in late April or early May. Being discussed is a 5¢ or 10¢ increase in the basic 55¢ fare, 4 to 6 increase in monthly pass prices, comparable increase in Express Service distance steps. Other changes to be considered include increases in cash fares, pass prices and distance steps for students, seniors and handicapped persons. The service area affected by the fare changes can be described as that portion of Los Angeles County served by RTD although inter county riders would have their inter county fares similarly affected.

The 230 new Flxible 870 buses are scheduled to arrive next month and plans call for them to be assigned to Divisions 1, 3, 5 and 15 and to lines 5, 7, 26, 27, 28, 32, 39, 50, 56, 75, 81, 96, 436, 483, 485 and 836.

TRANSIT IN HUMBOLDT COUNTY

The ARCATA & MAD RIVER TRANSIT SYSTEM operated by the City of Arcata on two long rambling routes in and around Arcata and serving the large Humboldt State University. The fleet includes two Gillig-Neoplan diesels which carry an emblem depicting the old Arcata & Mad River Railroad Train.

EUREKA TRANSIT SERVICE is a City of Eureka operation using a number of Argosy buses. Four routes operated with four buses on 45 minute headways, each bus operating on two routes. ETS has experienced difficulty with the Argosys and have litigation on file against Argosy due to the poor condition of the units.

REDWOOD TRANSIT SYSTEM (Humboldt Transit Authority dba) is a joint powers agency composed of city and county officials. RTS operates one long route between Scotia on the south and Trinidad on the north, about 70 miles. Basic fare is 60¢ (up from the 35¢ fare when RTS started in 1976). Travel is quite heavy in the morning and evening peaks but very small in midday. Three of the orignal Transcoaches are not running and out of service for sale. The other two are used as doubles or second sections (locally called "trailer buses"). A strong movement is afoot to consolidate all transit activity into the RTS including EUREKA TRANSIT SERVICE, ARCATA & MAD RIVER TRANSIT SYSTEM and several Dial-A-Ride programs in the area.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors have approved the testing of their articulated buses for bridge service into San Francisco after approval of the San Francisco Board of Supervisors and they are also considering borrowing one of RTD's double deckers for similar tests. Presently GGT has ten articulated buses which are used exclusively within Marin County. Action has been postponed on a plan to increase charges on the GGT subsidized Club Buses which serve areas not on GGT lines. Members of the clubs generally pay 1/3 to 1/2 as much as commuters on GGT buses. Under the proposed increases club patrons would pay about 20% less than regular riders in order to expand the system, but club members predict that many clubs would end if the increases were charged. Starting March 3rd Line 1-NOVATO-STRAWBERRY was extended southward to Marin City and will operate through the Drake Avenue loop in Marin City and replace Line 7 between Strawberry and Marin City. Line 70-SANTA ROSA-SAN FRANCISCO was rerouted in Rohnert Park onto Commerce Blvd between Rohnert Park Expressway and Wilfred Avenue instead of Highway 101. Tolls on the Golden Gate Bridge and GGT Ticket Book prices will be reduced as part of a court ordered refund. Tolls will be reduced from $1 to 75¢ for six weeks beginning February and ticket books on sale in March and April will be sold at a 20 per cent discount. In 1977 Bridge Directors voted to increase fees and to divert $1 million to transit in San Francisco. After suit was filed by Marin County, several Marin and Sonoma County cities and John Mallick, a Kentfield commuter, a judge in San Mateo ruled the diversion was illegal and an out of court settlement provided for the refund as well as a requirement the district earmark money for new buses with wheelchair lifts.

TRANSIT IN SONOMA COUNTY

The County Board of Supervisors has approved a transit plan which will improve bus service for Rohnert Park, Cotati and Sonoma State University. The board has approved purchase of twelve 30-40 passenger diesel buses with lifts and bids will soon be solicited. The expected $1.5 million cost will be financed from the county's allotment of Transit Development Act money. These routes will be in addition to those now run by PETALUMA TRANSIT and another route will serve the Russian River area. The cities involved must still approve the service and if they do not approve the buses will be diverted into other areas. The transit plan calls for removing GGT buses from residential streets in the two cities to frontage roads and allow the smaller buses to serve the residential streets.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Eleven new Flxible 870 buses, all lift equipped, have been placed into service around the system and nine older buses, TDH 4517s 102, 104-108 and TDH 4509s 115-117, were removed from service. The 4517s will be sold while the 4509s will be returned to their lessor. Line 21-MONTEREY-SALINAS VIA HIGHWAY 68 was rerouted along Portola Drive in the Toro Park on a trial basis to aid area riders.

BUS SERVICE BETWEEN SACRAMENTO AND SAN FRANCISCO AIRPORT

Two applications have been filed by two different carriers seeking to transport passengers between the two listed areas. Although bus service is currently available it is at least a two vehicle ride. SFO EXPRESS is seeking a certificate for both interim and permanent authority between the airport and Sacramento while AMADOR STAGE LINES, INC. is seeking authority between points in Sacramento and Yolo Counties and the airport. Hearings are scheduled next month.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: When the City of Rancho Mirage joined STA late last year it was planned to reroute Line 9/10-DESERT HOT SPRINGS-COACHELLA onto Highway 111 for some of the twelve daily round trips instead of traveling along Frank Sinatra and Bob Hope Drives serving Eisenhower Medical Center. Because of the heavy January rains in the desert area (as well as other parts of Southern California) Frank Sinatra Drive was washed out and the buses were immediately rerouted which caused numbers of confused passengers. A Business Improvement District has been formed by merchants in the downtown business district for the purpose of assessing those who would benefit from the establishment later this year of a downtown area transit service, dubbed the "Sun Surrey Shuttle" after the Palm Springs City Council allocated funds to purchase six used double decker buses from England which will be remodeled by a firm in Washington plus proposed acquisition of a "trolley" manufactured by the Micro Bus Corporation. STA will operate the shuttle service which will run along a continuous loop between Vista Chino and Sunrise Way along Palm Canyon Drive and Indian Avenue from 11AM to 11PM Monday thru Saturday and 11AM to 7PM Sundays.

COMMUTER BUS LINES (CBL)

LONG BEACH: CBL is now operating two additional commute routes between Riverside and various points in Long Beach plus service from Mira Loma to Downey. One route operates between Tyler Mall and the McDonnell Douglas plant in Long Beach making one stop in Corona at the Thrifty Center on North Main. Weekly cost is $18.25. The second route begins at Tyler Mall, makes one stop in Corona at the Corona Plaza, then operates non stop to downtown Long Beach and on to the Long Beach Naval Shipyard. The Mira Loma to Downey route originates at Etiwanda Ave and Jurupa Road operating directly to Downey serving Rockwell International, Bechtel Power and Los Angeles County offices.

SIERRA HIGHLANDS BUS COMPANY (SHBC)

FRESNO: On January 1st SHBC reduced service from 3 round trips weekdays 2 round trips weekends to two round trips except Sundays and holidays and the recent extension to Fishcamp at the foot of Yosemite National Park was discontinued. SHBC has applied to the PUC for a new certificate between Fresno and Hanford, however.

FRESNO TRANSIT (FT)

FRESNO: Across the board fare increases for FT are being proposed to the Fresno City Council by Transportation Director Donald Winton to keep fare box revenue high enough to qualify for state financial aid. If the council approves the proposal the rates would go up July 1st the same day new legislation (SB 620) requiring transit systems to make up 20 percent of their operating costs from the farebox goes into effect. In addition specialized services such as FT's Handy Ride must secure 10% of its costs out of fares. Failure to achieve these farebox returns would lose the City of Fresno some $3 million during FY 80/81. The present 25¢ fare has been in effect since October 10, 1977 but under the new schedule it would climb to 30¢. Other fare changes includes uping Handy Ride fares from 25¢ to $1, Senior passes to $6 from $2, Regular passes from $9 to $12, Student passes from $7.50 to $10, student cash fare from 20¢ to 25¢ and seniors from 10¢ to 15¢. Of the proposed FY 80/81 $9 million budget passenger revenue is estimated at $1.7 million, about $100,000 short of the 20 percent. Handy Ride, under its present fare structure, earns about $7000 annually of a $351,000 budget and a fare increase to $1 would be the only feasible way to conform to the 10 percent requirement.

COUNTY TRANSIT (CT)

SAN JOSE: Additional comments on the 1/7/80 changes: 54-SARATOGA-SUNNYVALE/LOCKHEED had previous weekday off peak only service thru Orchard Gardens in North Sunnyvale incorporated into the peak loop routing thru the Moffett Park/Lockheed industrial complex and the weekend only extension of the northern terminus from Fair Oaks and Tasman to Lakewood Village was dropped as 98 was substituted for it. 64-SANTA CLARA-ALMADEN VALLEY added weekend and holiday evening service hourly until 9PM. 87-SANTA CLARA-DOWNTOWN SAN JOSE became the fourth route on the system (joining 18-HANDICOACH, 62-LOS GATOS-PIEDMONT HILLS and 64-SANTA CLARA-ALMADEN VALLEY) to be fully lift equipped. 90-2ND/ST. JAMES-CAPITOL/ROSENBAUM (San Jose) and 98-DE ANZA COLLEGE-LAKEWOOD VILLAGE (Cupertino-Sunnyvale) added weekend/holiday service from 9AM to 5PM becoming the first of the previously weekday off peak only 90 series lines to be so expanded. On March 3rd service began on new line 75-SAN JOSE-ALVISO restoring direct service between downtown San Jose and the small community on the mudflats at the southern end of San Francisco Bay for the first time since PEERLESS STAGES local Rt. 7 was abandoned sometime before the CT takeover on 1/1/73. Route starts in San Jose with a large clockwise CBD loop via Jackson, 2nd, San Carlos and 1st, thence North 1st and Taylor to Gold (Alviso) with alternate buses diverting off No. 1st via Trimble, DeLa Cruz, Montague Expwy and Lafayette onto Gold, thence Gold, Catherine and State looping clockwise State, Spreckles, Grand and Archer to State. Operates from Agnews Division and headways are 30 (60 on branches) on weekdays 6AM-7PM (3 buses) and 45/90 minutely weekends from 830AM to 500PM (2 buses). In conjunction with introduction of 75 the No 1st branch of 58-SARATOGA-ALVISO was abandoned and a new Great America/Mission College branch added. The Lafayette Blvd. branch was also rerouted to jog off Lafayette to De La Cruz between Also and Montague. The Great America branch takes off from the Lafayette leg at Arques and Bowers and runs via Bowers onto Great America Pkwy (detouring westward via Mission College Blvd to the college and return) and Highway 237 to Lafayette where the two branches join again to complete their loop thru Alviso over the same routing as 75. Ground was broken February 13 for the upgrading of the South County Division in San Martin at US 101 and San Martin Ave. When completed a 35 coach operating base will replace the existing farm house office, barn-like maintenance shed and gravel-surfaced storage yard.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Several changes took place Janaury 31. 30-SCOTTS VALLEY, a new route supplementing existing 20-SCOTTS VALLEY during daytime hours between Pacific Garden Mall in Santa Cruz and Granite Creek Rd in Scotts Valley duplicates the route of 20 except operates via Kings Village and Bean Creek Rds and does not provide 20's alternate trip extension from Scotts Valley and Granite Creek to Burlwood and El Camino. One bus runs hourly 715A-615P. 35-SANTA CRUZ-BOULDER CREEK replaces and duplicates 15A and 15B serving the San Lorenzo Valley with trips between Glen Arbor Bridge and Ben Lomond alternating via Glen Arbor (ex15A) and Calif Hwy 9 (ex15B) and 3 branches (Big Basin Wy, Highway 9 and Bear Creek Rd) alternating out of Boulder Creek at the northern end of the line. Service is half hourly 645A-615P (4 buses) and hourly to 1115P. The renumbering is the forerunner of a general system wide route reorganization expected to take place March 13. Previously numbers have been assigned in the order of service commencement regardless of geographic location. 36-HIGHWAY 9 NORTH and 37-BIG BASIN WAY-BEAR CREEK ESTATES are two new ones from Boulder Creek which supplement and extend the 3 branches of 35. 36 operates from Boulder Creek via Central onto Hwy 9 and extends beyond 35's terminus at Mountain Store via Hwy 9 thru Riverside Grove and San Lorenzo Woods to San Lorenzo Park at Sylvan Way. 37 operates a Y shaped route from the Boulder Creek terminus via Big Basin Way to Boulder Creek Country Club returning Big Basin, Central/Hwy 9 and Bear Creek Rd to Bear Creek Estates. 1 bus alternates on both lines hourly from 630AM to 630PM.

SCMTD Continued

69-41ST AVENUE EXPRESS replaces and duplicates the route of 17-41ST AVENUE EXPRESS but with headways improved from 30 to 15 minutely between 615A and 800P and elimination of all stops along the length of the route from Pacific Garden Mall to Capitola Mall before 815PM. 17 had made 5 stops within Santa Cruz and all regular stops on Capitola Rd, a scheme still followed by 69's 30 minute headway from 815P to 1115P. Alternate trips are still thru-routed with 1-UNIVERSITY but an additional bus shuttles over the 69 only portion to provide the 15 minute headway. 70-WATSONVILLE VIA CAPITOLA ROAD is a new line connecting the Santa Cruz and Watsonville CBDs via Capitola Mall (existing Santa Cruz-Watsonville routes 8 and 10 operate via Soquel Dr. and terminate in Watsonville at Crestview Center necessitating a transfer to local line to reach the CBD. Route is from Pacific Garden Mall via Soquel, Capitola, 41st, Soquel, Freedom Bl (Watsonville), Green Valley, Pennsylvania and Main to Beach. Operates 30 minutely 6AM-8PM using five buses. Replaces 26-CABRILLO "B" since 70 duplicates its entire route between Capitola Mall and Cabrillo College. The 25-CABRILLO "A" bus, which formerly alternated each 30 minutes from Capitola Mall with 26 now lays over 30 minutes at the Mall between its 60 minutely scheduled departures.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: Hearings were scheduled at the end of the month before the Public Utilities Commission on ABL's applications to amend its present certificates to allow the transportation of local intrastate passengers between San Francisco and Oakland and Vallejo and between Los Angeles and San Diego along Interstate Highway 5. At this time ABL can only handle interstate passengers in the proposed areas while GREYHOUND LINES-WEST can transport both intra and interstate passengers.

GARDENA MUNICIPAL BUS LINES/TORRANCE TRANSIT SYSTEM (GMBL) (TTS)

GARDENA/TORRANCE: The Los Angeles County Transportation Commission has approved funding for $750,000 for expansion of the present GMBL maintenance facility and additional money to the City of Torrance for building of a new maintenance facility. Originally the commission had refused to approve funding until the LACTC staff completed its findings regarding the ATE South Bay Study and the cities of Gardena and Torrance evidenced an ability to work together in improving transportation services and facilities. Under the plan Torrance will provide space for Gardena to perform heavy maintenance and one maintenance stall and two bus parking places shall be reserved for GMBL and GMBL shall have priority for their use by paying $1 per year lease as long as the facility is owned and operated by the City of Torrance. Meetings are now scheduled between GMBL, TTS and SCRTD to work toward the end of overlapping and duplicative service and providing better and more integrated transit services.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: A milestone was reached on March 3rd as lines 121-BUENA PARK-CYPRESS COLLEGE, 123-BUENA PARK-MALVERN and 162-HAZARD-McFADDEN were discontinued and replaced by Dial A Ride service in their respective communities and 161-EDWARDS-NEWLAND began to be operated by OCTD directly instead of a contractor. Four 0700 series Transcoaches and 7 operators provide the service which is based at Division 4. ORANGE COAST YELLOW CAB which had operated the Westminster "Easy Rider" service continues to run the Saddleback Valley Dial A Ride while COMMUNITY TRANSIT SERVICE continues to operate the county wide DIAL A LIFT program. This is the first time in OCTD history that all fixed route operations have been operated totally in house while all demand responsive service is operated by contractors. The present labor contract between the district and the United Transportation Union representing the 600 bus operators mandated the discontinuance of contractor operated fixed route services which issue had been a labor/management controversy for almost five years.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
SAMTRANS	300-359	Flyer	D10235C/1667-1726	
SUNTRAN (Albuquerque)	(501-506	GMC	T8H5308A/266-271	
	(601-652	GMC	T6H5523A/2087-2138	
	(701-724	Flxible	45096-8-1/90934-90957	
P W Charter (Yakima)	14	GMC	P8M4905A/1927	
USED				
Storer Transportation	119	GMC	PD4107/854	GLW 7954
Airporter (SF)	340	GMC	P8M4905A/108	Voyageur Col. 2740
DISPOSITIONS				
Santa Cruz MTD	888	GMC	TDH4517/1358	To City of Pullman, Wash.

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MEETINGS: April 13, May 11, June 8, 272 Alpine Street in back, Pasadena California
Meetings start at 730 PM Area residents are encouraged to attend

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Edward T. Gibbs, 1581 Hendrickson Street, Brooklyn, New York, 11234 would like to exchange color slides of transit buses and intercity buses

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