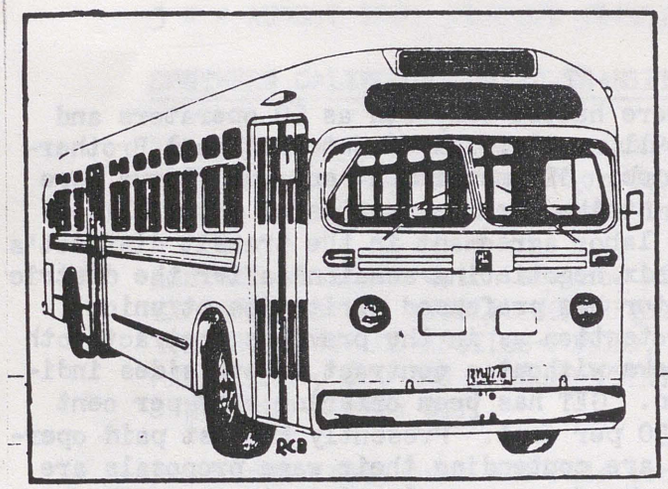


Western Transit

Monthly Publication of The Western Transit Society

VOL. 18 NO. 8 AUGUST 1980

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Substantial service revisions took effect on July 6th. Line 1-LOS ANGELES-GARDENA weekday midday service was improved from 35 to 30 minutely (4 to 5 buses) while weekend all day service was changed from 45 to 35 minutely (3 to 4 buses). Weekday rush is still 15 minutely and evening/nite service is hourly. Line 1 did lose its full Owl service (translating into no gap in service greater than 120 minutes). First bus from Los Angeles is 505AM and the last at 230AM. First morning inbound trip is 405AM and the last is 125AM. Line 2-WESTERN-VERMONT LOCAL remained unchanged with 30 minute headways 6AM to 6PM seven days a week using four buses. Line 3-COMPTON-GARDENA-SOUTH BAY CENTER was altered west of Gardena and Vermont via Vermont, Redondo Beach Blvd, Hawthorne to South Bay Center. Service operates daily every 30 minutes from 530AM to 700PM. New is Line 4-GARDENA-HOLLYPARK-EL CAMINO which takes over the former western leg of Line 3 from Gardena and Vermont via Gardena, Normandie, 135th, Van Ness and Manhattan Beach Blvd to Lemoli (El Camino College). Discontinued was Line 5-ROSECRANS AVE-REDONDO BEACH BLVD whose Redondo Beach Blvd leg was assumed by revised Line 3 and whose Rosecrans service was discontinued leaving only RTD Line 836-ROSECRANS serving that street. Accessible service continues to be offered on Line 1 (every fifth trip) on weekdays only with the notice on public timetables to call the GMBL office to insure the bus is in operation.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: July 1st saw increases in the NTS fare structure. Adult fare is now 30¢, Under 18 is 20¢ and Senior Citizens (over 62) are 10¢. Transfers within the NTS system cost 5¢ while inter agency transfers remained at 10¢. Line 4-NORWALK-BOLSA CHICA STATE BEACH resumed operation June 13 operating Monday through Saturday charging a 50 cent fare operating six round trips on a rough 90 minute headway. From the Norwalk Square buses travel Pioneer, Carson, 605 Freeway, 405 Freeway, Seal Beach Blvd and Pacific Coast Highway to Bolsa Chica State Beach.

DESERT STAGE LINES (DSL)

TWENTYNINE PALMS: DSL added a third daily round trip between the Marine Base in Twentynine Palms and downtown Palm Springs. The additional trip is funded by a $50,000 grant from CALTRANS, available under state legislation designed to aid small transit operators, and will allow DSL to operate the service for six months and then assess ridership and revenues before deciding whether to operate the service permanently. Buses leave the base at 800AM, 1100AM and 430PM and downtown Palm Springs Greyhound Depot 1100AM, 200PM and 935PM also serving Palm Springs Airport and Desert Hot Springs. One way fare os $6.00 and round trip is $11.40.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: Bus operations in the Bakersfield area were halted July 8th as 50 operators and mechanics represented by Public Employees Union Local 911, a division of International Brotherhood of Teamsters based in Long Beach, walked off the job. GET management and bus riders were not actually prepared for the strike based on previous strike threats that never materialized. The contract between GET and the Teamsters, the fourth labor agreement in the transit district's seven year history, expired on July 7, sixty days and six negotiating sessions after the distric filed the required notice to cancel it. GET's negotiator has professed irritation at union claims the contract expiration left workers without protection as in the previous contract both sides cancelled it and the employees worked for six weeks without a contract. Both sides indicate theat labor/management relations have deteriorated. GET has been offering a 27 per cent wage increase over three years while the union sought 50 per cent. Presently highest paid operators earn $7.23/hour and mechanics $7.94. Both sides are contending their wage proposals are the way to go but in six weeks neither side has made much of a movement and it is presently unknown what the duration of the strike will be. GET claims that in comparison to Kern High School District, Bakersfield City Schools, and applying city and county wage percent increases to the $4.12 rate operators were making in 1973 when GET was created GET has a higher wage rate than any of the comparable groups. The union takes the position that wages should be compared to transit workers in comparable size areas.

KERN COUNTY TRANSPORTATION SERVICES, INC. (KCTS)

BAKERSFIELD: KCTS began the first of three transit services in rural Kern County July 7 under a three year contract with the County of Kern. The LAKE ISABELLA-BAKERSFIELD line uses two small buses. One shuttles between Kernville/Weldon and the Veterans Hall in Lake Isabella to connect with the second bus from there to Bakersfield. The bus leaves Lake Isabella at 730AM weekdays arriving Bakersfield 830AM. It departs Bakersfield 900AM. An afternoon trip leaves Lake Isabella 400PM arriving Bakersfield 500PM departing again at 730PM. Regular midday bus service will run between the various Kern River Valley communities. Fares are $2.25 between Bakersfield and Lake Isabella (E&H $1.40), between Kernville and LI and Weldon and LI 50¢ (E&H 25¢). A two year old study estimates that 8000 to 14000 passengers will ride annually. In mid August service is to start in the Lamont-Weedpatch area and in September in the Frazier Park-Lebec-Lake of the Woods area. The three areas will require the county to invest $293,500 in state sales tax money to finance the systems.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA bus service between the Banning-Beaumont are and Palm Springs was scheduled to start August 7 subject to a minimum of 40 riders signed up for daily round trip passes. Ten day passes will be sold for $25 and daily passes may be purchased for $1.50 for the remaining seats in the 53 passenger bus on a space available basis. Service to be operated weekdays only departing Cabazon 535AM followed by stops in Beaumont, Banning, back to Cabazon and into Palm Springs. Palm Springs stops will include the Racquet Club and Indian Avenue area, Desert Hospital, Bird Corp. and final at Palm Springs Mall at 654AM. Afternoon service will depart the Mall at 435PM arriving Cabazon at 542PM.

AIRPORTER (APTR)

SAN FRANCISCO: To resolve charge of unfair competition brought by APTR against SAN MATEO COUNTY TRANSIT DISTRICT the two operations have recommended a plan whereby SAMTRANS would purchase APTR's operational rights and then lease them back to the carrier under a twenty year management contract. Present levels of APTR service including baggage handling would continue. Currently SAMTRANS service to First & Mission in San Francisco costs 80¢ while APTR service to the hotel district costs $2.25. Approvals of this plan are needed from the SAMTRANS Board, the Airport Commission, state Public Utilities Commission and the Urban Mass Transportation Administration.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The General passenger fare increase scheduled to take effect July 1st and postponed by the Superior Court decision was placed into effect July 14th although monthly passes were not increased until August (WT 6/80).

Additional lines which are now advertised as accessible include 36-LONG BEACH FREEWAY EXPRESS, 93-LOS ANGELES-NORTHRIDGE, 152-ROSCOE BLVD, 432-LOS ANGELES-ARCADIA-HUNTINGTON DR., 480-LOS ANGELES-POMONA, 481-EASTLAND-WILSHIRE DISTRICT, 813-LOS ANGELES-MARINELAND, 820-LOS ANGELES-PUENTE HILLS-BREA, 841-HUNTINGTON PARK-SAN PEDRO and 849-SAN PEDRO-HARBOR CITY.

Four additional park and ride locations have been established for the traditional service to the Hollywood Bowl "Symphonies Under The Stars" concerts - Line 556 from El Monte Station, 558-from Security Pacific Bank (4th & Arizona) in Santa Monica, 559-from Bank Of America (27525 Indian Peak Road) in Rolling Hills Estates and 561 from County Administrative Center in Downey.

Several New Look buses have appeared in the new RTD colors - 1006, 1049, 1079, 3178, 3260, 3266, 4205, 4315, 6111, 6187, 6212. 1055 and 3189 have appeared in black and white but without striping.

Beginning September 2 new subscription line 513-WARNER CENTER-WILSHIRE CENTER EXPRESS will begin service operating one trip from Warner Center in the morning (700AM) and from Wilshire and Masselin in the afternoon (400PM) for Prudential Insurance. Based at Division 8 the line will operate from Canoga and Califa via Canoga, Califa, De Soto, Ventura Fwy, Hollywood Fwy, Highland, Melrose, La Brea and Wilshire to Masselin.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT fares were increase July 1st to the following level: Adults (age 21-64 60 cents, Students age 5-20 with ID 50 cents, Seniors/Handicapped with ID 25 cents, Over 75 with ID Free, Blind 25 cents, Children under 5 with adult Free and Transfers are Free. Change continues to be given For $5 or less. The Public Employees Association of Ventura County (PEAVC) won one and lost another in regards to SCAT labor elections as Operators voted 35-1 to decertify Public Employees Union Local 911, a division of International Brotherhood of Teamsters based in Long Beach and replace it with PEAVC while Mechanics voted 7-2 to continue th ir long standing policy of not being represented by a labor union. PEAVC will honor the Teamsters contract until its November expiration but intends to begin negotiations on a new contract in August with the comment that the large fare increase in July "must mean they've got a few bucks somewhere".

CHANNEL ISLANDS BUS SYSTEM (CIBS)

VENTURA: On July 14 a new transportation program began in Ventura County. Using CETA monies from Title VII (which will allow 30 per cent of the money to go toward programs which generate employment) the Private Industry Council, a group of public officials and business representatvies, is sponsoring a Park N Ride program for people who work or who want to work in the Conejo Valley but live in the Oxnard Plains, Simi Valley or Santa Clara Valley. Five buses, chartered from CIBS, will take workers from Oxnard, Camarillo, Simi Valley, Santa Paula, Fillmore and Moorpark to jobs in Newbury Park, Thousnad Oaks and Westlake Village. Fare is $5 per week. The program is the first of its kind to be funded from CETA money and has drawn the attention of the U. S. Department of Labor. During the first four months $38,250 of CETA money will be spent. The program will cost $120,000 annually.

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SALINAS TRANSIT SYSTEM (STS)

SALINAS: July 1 saw a second major route reorganization (the first was 9/1/79) accompanied by a basic fare increase from 35¢ to 50¢ per zone and the addition of Sunday but not holiday service on certain lines. The City of Salinas and its suburbs (including Toro Park), Prunedale and Castroville comprise the Salinas fare zone while Watsonville, Prunedale, Moss Landing and Castroville comprise the North County zone so that riders may travel to Prunedale and Castroville from any point for a single zone fare. Former 30 ride $10 ticket book was replaced by a $18 one zone monthly pass and $35 multizone pass good on both STS and MONTEREY PENINSULA TRANSIT. Route changes include new line 28-SALINAS-WATSONVILLE VIA CASTROVILLE which supplements and alternates with 29-SALINAS-WATSONVILLE VIA PRUNEDALE. Route is from Salinas & Main in CBD via N. Main, Boranda, US 101, Espinoza, Cal 183 through Castroville, Cal 1 thru Moss Landing and Salinas Rd onto Main to Beach (Watsonville). 29 was cut back from Crestview Center to end at Beach & Main since most SCMTD Watsonville local lines and all thru service to Santa Cruz were extended to the CBD last March. Both 28 and 29 alternate 120 minutely Monday-Saturday to provide hourly service using two buses. New 30-ALVIN DRIVE replaces 32-NATIVIDAD HOSPITAL with considerable rerouting and runs from Salinas & Main via Main, Laurel, Parkside, Rochex, 3rd, Curtis, 1st, Alvin and Natividad to County Hospital returning Natividad, Chapparal, Linwood, Alvin and regular route to CBD. 31-VILLAGE HEIGHTS is rerouted in its central portion between No. Main & Bernal and Santa Teresa & Laurel to run via Bernal, Rosarita & Santa Teresa to Laurel. Services now operates 715AM-515PM weekdays and 915AM-515PM Saturday. 33-SANTA RITA is unchanged but a shortened version, 33-NORTHRIDGE SPECIAL operating over the regular route between CBD and Northridge Shopping Center is added Sunday 1145AM-445PM. 34-EAST ALISAL and 35-EAST MARKET (reverse loops of same route) unchaged except Sunday service added on 34 1005PM-505PM. 36-RIKER rerouted and redesignated 36-PALMA with new route via Alisal, Homestead and large ccw loop Wilson, Catalina, Nacional, Archer, University, Palma, Iverson, Acadia and Riker to Alisal to Church. Sunday service added 1225PM-425PM. 37-MEMORIAL HOSPITAL is rerouted looping CBD from John via Monterey, Market & Salinas to John, then a large ccw loop via Parajo, San Miguel, Wilgart, Romie, Abbot and John to Parajo. Sunday trips added 1245PM-445PM. In addition to the 2 buses on 28/29 Monday-Saturday service (60 minute headways all lines) requires 3 buses on a 30-35-31-34 rotation, one bus on 33 and one alternating on 36 and 37 (total of 7). Sundays require 2 on a 33-36-37-34 round robin with hourly headways.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On June 12 SCMTD instituted an experimental "Bike & Ride" program in which specific 35-SANTA CRUZ-BOULDER CREEK runs are served by buses equipped with rear mounted bike racks. Bikes may be loaded and unloaded only at 8 designated locations along the line (indicated by bicycle symbol on timetable): Pacific & Soquel in Santa Cruz, Felton Faire, Ben Lomond, Boulder Creek, the three alternate northern termini at Boulder Creek Country Club, , Mountain Store, and Bear Creek & Manzanitaand at Forest Pool. After a 3 month trial the Bike & Ride program will be tested on specific Santa Cruz-Watsonville runs from September 18 to December 10. Another part of the program has seen installation of bike racks (each holding two bicycles) at various locations which offer "U-Lok" padlocks for a refundable deposit of $6.50 for those not using their own locks. In July ex CT Twin Coaches #883 and 884 emerged in a new paint shheme of white overall with black windows and doors and a light blue band along each side running from the roof line back of the rear door vertically parallel to the door, then curving below the window line and extending beneath the windows to the front door (front panel on drivers side).

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT increased fares August 3rd, the first raise since 1974. Basic fare on local lines will be 35¢, on express 50¢; seniors and handicapped 15¢ on both services; students 25¢ local and 40¢ express. Dial-A-Lift rates will now be 75¢. Weekend passes for regular riders will cost $1, weekend passes for elderly and handicapped 50¢ while Sunday passes will cost 75¢ for regular riders and 35¢ for elderly and handicapped. Monthly pass and ten ride ticket prices were also increased. Bus operators, mechanics and service workers who had been working nearly one year without a contract recently voted 145-36 to ratify a new agreement which ATU officials had recommended. LBT employees are members of ATU Local 1277. Under the pact operators will receive a $1.25 an hour raise retroactive to July 1, 1979 and ten cents July 1, 1980 for a top rate of $9.45. Top rated mechanics will receive a retroactive $10.33 and ten cents on July 1, 1980 while service workers will get $7.88 and $9.23. Increased dental and medical care and vacation allowances round out the pact.

OMNITRANS (OT)

SAN BERNARDINO: ATE Management and Service Company, the firm that manages OT has requested additional policy direction from the OT Board both to define more clearly what is expected of them and to draw lines between policy issues the board should decide and day to day management questions in which the directors should not interfere. The system should be viewed as a single integrated unit and consideration should be given to relagating the East Valley and West Valley Transit Service Authority boards and their city-county staffs to only decide on new service levels. The Board will be making recommendations for a new arrangement. Recently conducted planning studies are recommending substantial revisions to existing OT lines to make them less circuitous and reduce travel time in an effort to be competitive with automobiles. The recommendations call for assigning 10 buses to the 59 now assigned to fixed routes and improving frequencies on 21 of the system's 44 lines, mostly for 30 minute headways in all areas except Redlands-Yucaipa and Fontana-Rialto-Bloomington. The present Dial A Ride networks are proposed to be restricited to elderly and handicapped. Other plans call for 30 minute service on 14-MONTCLAIR-YUCAIPA between Redlands and Fontana, rerouting 14 in San Bernardino to travel along E Street to serve Inland Center and rearranging service in the West Valley to allow 9 of the 11 lines to serve Montclair Plaza. Changes would be phased in over the next eighteen months. OT operators and mechanics struck August 18 after numerous negotiating sessions including outside assistance from the State Mediation and Conciliation Service. The parties disagreed on three issues- percent of wage increase, overtime pay for mechanics and a proposed sick leave penalty for employees who use more than half of their accumulated sick leave. Operators and mechanics are represented by the San Bernardino Public Employees Association. The San Bernardino City Council has approved a lease agreement between the city and Yellow Checker Leasing Inc. but assigned to OT which will supervise the service for owner Art Parlas to continue to operate two 12 passenger buses on Line 18-HIGHLAND AVENUE CROSSTOWN. There had been questions whether state transportation funds could be used to contract for full day bus service within OT's service area and it was decided that if OT leased the vehicles from the private owner it would be possible.

SONOMA COUNTY AREA TRANSIT (SCAT)

SANTA ROSA: The County of Sonoma has awarded Grumman-Flxible an order for twelve 35' transit coaches with a sixty day option for four more at the same price ($147,000 including delivery and sales tax). The four under the option were scheduled to be for the City of Santa Rosa, however, tje city is obtaining their buses under a federal program and the bidding has to be done in a different manner. The county's buses are not federally funded.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: CALTRANS has notified HTA that their request for funding for five new buses has been approved and specifications are being prepared currently for six (one to be financed locally) 40' x 96" suburban type buses (either Eagle or MCI). These buses are being funded under a one time SB620-Discretionary Funds procedure from the Department of Business and Transportation. HTA has sold three Transcoaches (#1, #2, #3) to TRAVELINES, INC. of Puyallup, Washington to become their #42, #23, #22 respectively.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: New BART fares representing the first increase since 1975 went into effect June 30th. Minimum fare is 50¢ and the Fremont-Daly City fare is $1.75. The Daly City surcharge was increased from 15 to 30¢. There will be a uniform 90% discount in fares for disabled, elderly and children 5 thru 12. Express Bus fares were increased from 25 to 50¢ (one zone trip) and from 50 to 75¢ (two zone trip). July 7th saw inauguration of direct service between Richmond and San Francisco/Daly City operating at a base 15 minute frequency from 6AM to 6PM. Base service frequency to Concord and Fremont will also be 15 minutely providing a 5 minute headway under the bay and in San Francisco. Evening, Saturday and Sunday remains unchanged. On June 30 BART inaugurated a shuttle service in the Miraloma district of San Francisco using two 14 passenger vans dubbed "The Loma Ranger Shuttle" and operating weekdays 630AM-840AM and 415PM-625PM on a ten minute headway. Fares are collected in the evening only, no cash fares will be accepted and BART/MUNI transfers and MUNI passes will be honored. From BART/Glen Park vans travel Bosworth, O'Shaughnessy, Del Vale, Evelyn, Chaves, Rockdale, Omas, Sequoia, Bella Vista, Dorcas, Molino, Bella Vista, Los Palmos, Teresita, Stillings, Congo, Joost, Baden, Monterey, Diamond to BART Station.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: Directors have voted a $1.9 million budget for local bus service this year, up $419,000 from last. This includes service provided by GOLDEN GATE TRANSIT and smaller contractors providing special services. The budget reflects agreement with the bridge district on division of TDA funds. Under a sliding scale MCTD will keep 32.5% this year, 27.5% next year and only 25% in FY 82/83. By that time there will be budget deficits. Among alternatives suggested to erase the deficit was a proposal to call for competitive bids for the service provided by the county so that the county would get to keep all the TDA funds. The budget also provides for a 7% pay increase for MCTD's 35 employees, funds for a paratransit coordinator (presently contracted out), a 27% increase in the contract with Whistlestop Wheels to provide transit for seniors ($200,000), $60,000 for a contract to begin specialized service in West Marin and $72,000 contract for a 1 year test of the Marin Center for Independent Living plan to provide transit for disabled persons.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Following many negotiating sessions and a strike vote authorization of bus operators represented by Amalgamated Transit Union Local 1575 GGT and union leaders are discussing final offers. Wage wise the district is offering 1% over the 7.5% received on June 1 under the previous contract and the union is asking 10-11%. The last GGT for operators was in 1976 when a 63 day walkout occurred.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: SMMBL has on order two MC9s for delivery this fall. Strictly for charter service they are equipped with restrooms and 47 passenger capacity and will have automatic transmissions. Their $127,000 is less than a present day transit coach.

five new buses
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These buses

* * * AUGUST 1980 WESTERN TRANSIT

SUN CITY AREA TRANSIT (SCAT)

EL PASO: A general realignment and rescheduling of the SCAT system, the first in its history, took place on July 1st. 2-FORT BLISS was extended a mile along Marshall St to the new Post Exchange and 11-PARK-SAN JUAN was extended to a Veterans Administration Office and Social Security Office north of Bassett Center. Downtown 9-COUNTRY CLUB was extended to terminate at San Jacinto Plaza where all buses now terminate. There were also headwy changes. In the base 2-FORT BLISS and 5-GOVERNMENT HILL went from 40 to 35, 9-COUNTRY CLUB from 60 to 40 and 16-EASTWOOD from 90 to 50. In the rush 4-BEAUMONT went from 30 to 20, 10-PAISANO from 22 to 16, 12-GRANDVIEW from 25 to 20 and 15B-CORONADO SPECIAL from 60 to 35. In the base there were also reductions including 7-SECOND WARD from 22 to 30, 10-PAISANO 22 to 25, 11-PARK RAYNOLDS & SAN JUAN together 17 to 20, 14-MEDICAL CENTER from 25 to 40 and 22-HACIENDA HEIGHTS 30 to 35. Operationally 6B-SUNSET and 7-SECOND WARD work together while 6A-HIGHLAND and 8-MESITA are teamed and 10-PAISANO works alone. The City Council has voted to bring the HandySCAT program, presently operated by the Red Cross using volunteer drivers, into the Public Transit Department in January when twelve new lift equipped small vans arrive. Eleven operators will have to be hired and the Red Cross will keep the vehicles it has been using. Transit service came to the Upper Valley July 21st as a six month trial service operating five round trips Monday thru Saturday was started serving residents along Dophian and in Canutillo and Anthony. Line 40-UPPER VALLEY SPECIAL operates from Franklin and Doniphan along Doniphan and Mesa to Resler (connection with Line 15B. Except for the first northbound trip of the day at 520AM all buses connect with Line 15B - two morning, one midday and two afternoon round trips are operated charging a 50¢ fare with no transfer privileges to other SCAT buses. El Paso County will subsidize the service during the trial period.

SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA

LYNNWOOD, WASH: The largest expansion in the history of COMMUNITY TRANSIT occurred recently when five new routes were added to the communties of Mukileto, Stanwood, Granite Falls and Sultan by SCPTBA. The voters of the area already had approved the increase of a 0.3% retail sales tax to subsidize the system and to be annexed to it. With a continuing increase in demand for service CT has signed an agreement to buy 30 new buses from Flyer Industries. Each of these 40 foot buses will have a capacity of 51 seats and be delivered in spring 1981. These units, in addition to the present fleet of 40, will be purchased without federal funds in accordance with the policy of the board to finance capital projects with local funds

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"AS THE GM SEES" - REPORT OF GENERAL MANAGER WILLIAM F. VALLOW

We had a small but enthusiastic turnout for the 200th WTS Meeting on July 13th. We saw two fine films, one on rural bus services throughout the United States and one on airline development supplied by Joe Drummond who advises he has some good films lined up for future meetings.

One highlight of the meeting was the introduction of future WTS member, Trevor Alexander Vallow, then almost one month old.

As long as the supply lasts I have sets of New York City bus maps available covering the Bronx, Manhattan, Queens, Brooklyn, Staten Island and the subways. Each map shows routes and frequency of service. If you wish a set send a large self addressed envelope to me at my home - 1009 Kendall Drive, San Gabriel, California, 91775.

Let me encourage you to attend meetings the second Sunday of each month at 272 Alpine Street in Pasadena at 730 PM. Upcoming dates September 14 and October 12

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
City of South Lake Tahoe	3035-3037	GMC	T7H603/A194-196	Correction
Peerless Stages, Inc.	338-340	GMC	H8H649/A170-172	730 trans & kneeling feature
Amador Stage Lines	701,702,704	GMC	H8H649/A188-190	
	734-736	GMC	H8H649/A191-193	
	1039-1040	Eagle	10/30236-30237	
Arrow Charter Lines	1227-1229	Eagle	10/-	
Arizona Bus Line	711	Eagle	10/-	
Angeltown Charter Lines	317	Eagle	10//	
El Paso-Los Angeles Limou sine Service	505,510,515	MCI	MC5C/S15176-178	39, RR
Western Contra Costa Trnst Authority (Pinole, CA)	(unkn	Wide One Corp	B35KT9X/213414,	13 psgr, lift equipped
	(		210003,	"
	(		210004,	"
	(		213415-213416,	"
	(		217331-217332,	"
	(		103995	"
County of Del Norte CA (Crescent City)	unkn	Wide One Corp	B35KT9X/367245	17 psgr, wheelchair eq
San Luis Obispo County CA	(unkn	Wide One	B35KT9X/210309	16 psgr
	(	Corp	210308	"
	(		213411-12	"
City of Shafter CA	unkn	Wide One Corp	B35KTAX/105298	16 psgr, lift equipped
City of Tehacapi, CA	unkn	Wide One Corp	B35KTAX/103968	18 psgr, lift equipped
USED				
Express Tours	440	MCI	MC7/U10104 S7485	Falcon 25
Trans Cal	37	GMC	PD4107/930	GLW 1732
Sierra Pacific	601	GMC	P8M4905A/009	Bluebird 203
Eastshore Lines	464	GMC	S8M5303A/002	Achors Gray Line

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