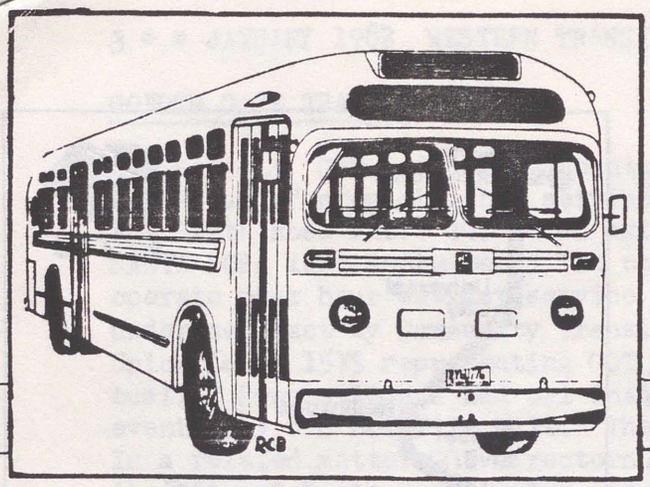


Western Transit

Monthly Publication of The Western Transit Society

VOL. 21 NO. 1 JANUARY 1983

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

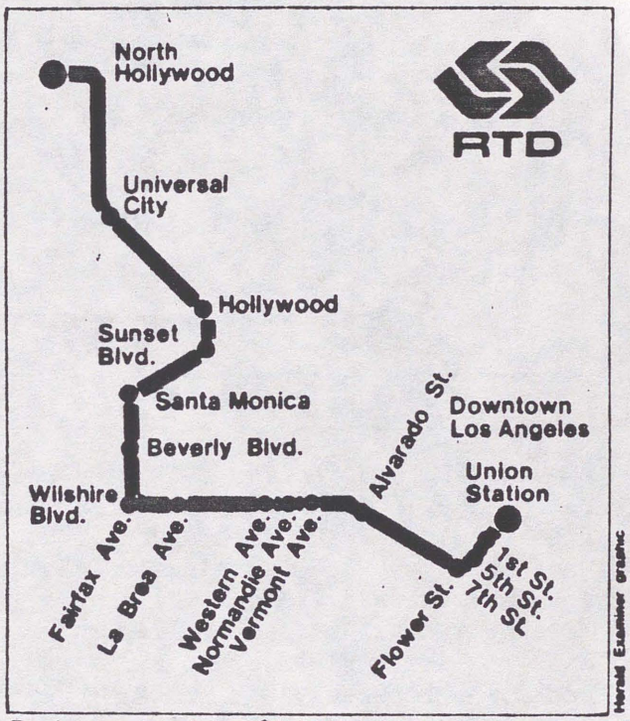
LOS ANGELES: Coincident with the December 26th opening of Santa Anita Race Track's 46th racing season NEW Line 339-LOS ANGELES-SANTA ANITA LIMITED STOP was inaugurated. Routing is from Terminal 28 at 17th and Hill via 17th Street, Olive, First, Spring Street Contra Flow, Macy, Mission Road, Huntington Drive, Holly Avenue entering Santa Anita at Gate 3. All stops are made between Venice & Olive and Macy & Alameda, then only limited stops (Mission Road at Marengo, Zonal/Griffin, Valley and Huntington Drive at Monterey, Eastern and Maycrest) are made to Sierra Vista, then all stops are made to Santa Anita. Eastbound trips depart Venice and Olive between 910AM and 215PM operating every 8-15 minutes. Return service departs the rack track beginning 340PM and operates as often as patronage requires. Line 339 is operated from Division 9 and first day buses included 5441, 5475, 7301,7304, 7317, 7330, 7333, 7338, 7350, 7364, 7365, 7369, 7370, 7376, 7382, 8730, 8734 and 8994. Line 614-LOS ANGELES-SANTA ANITA EXPRESS, based at Divisions 2 and 9, and 615-HOLLYWOOD-SANTA ANITA, based at Division 3, also started operating. On weekends 614 also operates a shuttle service from the parking areas to the entrance gates and first day buses on this service were 8950, 8975, 8979, 8990 and 9013.

A public hearing is scheduled for January 13th to receive public comment on the proposed replacement of the present Subscription Service through modifications to three existing express service lines and the implementation of two new express lines. Subscription services to the westside downtown Los Angeles financial district which are proposed for discontinuation are 501-FULLERTON-BREA, 503-HUNTINGTON BEACH, 504-WESTLAKE VILLAGE, 505-WEST VALLEY, 507-SIERRA MADRE, 508-HACIENDA HEIGHTS, 509-PALOS VERDES and 511-CHATSWORTH. Currently 11 trips are run on the eight lines. This special commuter service is operated for a guaranteed number of patrons on a prepaid, reserved seat basis. Less than 400 riders are now served by subscription service and due to declining patronage and the high cost of the present service to the rider, RTD has proposed changes. Changes would include operating present Line 123 (to be renumbered 423) as now to 5th and Hill, thence via 5th/6th, Figueroa and Washington to nearby terminal and adding two additional trips. Present Line 716 (new 427) would operate regular route to Topanga Canyon & Ventura Freeway, then via Topanga Canyon, Ventura Blvd, Reseda Blvd, Ventura Freeway and regular route to 5th and Hill, thence via 5th/6th, Figueroa and Washington to nearby terminal and two trips would be added. Present Line 756 is proposed to be extended to originate at Huntington Center and run via San Diego Freeway and Valley View to present terminal in Los Alamitos with this extension subject to review and approval of ORANGE COUNTY TRANSIT DISTRICT. NEW Line 419-CHATSWORTH-MISSION HILLS-DOWNTOWN LOS ANGELES would start at Hiawatha and Mason via Hiawatha, Mason, Devonshire, Sepulveda, Simi Valley Fwy, Golden State Fwy, Pasadena Fwy, Hill Street, 5th/6th, Figueroa to Washington Boulevard with two round trips operated. NEW Line 448-PALOS VERDES-SOUTH BAY-DOWNTOWN LOS ANGELES EXPRESS would originate at Crest Road and Crenshaw Boulevard via Crest, Hawthorne Blvd, 242nd Street, Pacific Coast Highway, Harbor Freeway, Santa Barbara Avenue, Figueroa Street, 11th/12th Streets, Olive and Temple to San Pedro Street. Three round trips are proposed.

Lower bus fares continue to lure new bus riders. RTD recorded an average of 1.29 million boardings per weekday during October, a five per cent increase over October 1981 under the previous fare structure.

SCRTD Continued

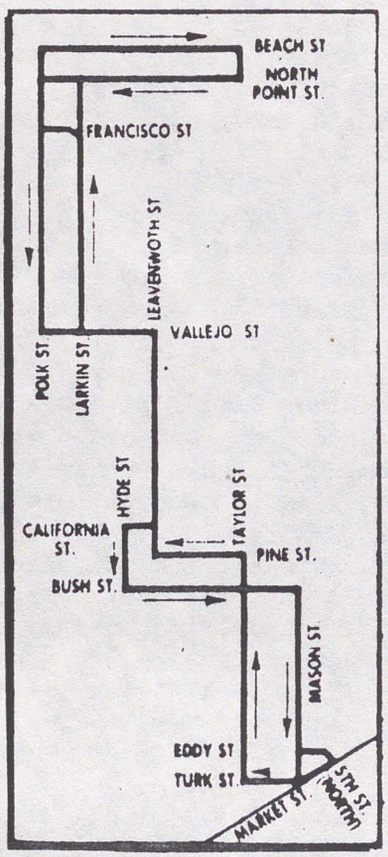
RTD Directors recently approved the Metro Rail subway system over an alignment as shown on the map including 17 stops and will submit the proposal to the federal government for financing. The board decided to consider controversial proposals for additional stops at Crenshaw and Wilshire and at the Hollywood Bowl later. However, the big battle over constructing portions of the line on elevated tracks in Hollywood and North Hollywood to save about $50 million in construction costs was won by the subway enthusiasts. State Senator Alan Robbins, D-Van Nuys, had threatened to introduce legislation to block any elevated structures because of complaints of visual blight. If federal subsidies are secured the downtown Los Angeles to Hollywood to San Fernando Valley rail line is expected to be in operation by 1990. Metro Rail has, so far, received about $31 million in federal planning and design monies and the total project is expected to cost approximately $2 billion.



Route approved for $2 billion Metro Rail system.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The newest MUNI motor coach line, 58-LEAVENWORTH, was rerouted as shown on the map effective December 8th to better approximate the 59-POWELL-HYDE cable car line which it replaced during the period of reconstruction of the cable car system. This alignment should provide transit access to Russian Hill.



The MUNI Metro operation became a seven day a week operation on November 20th as weekend operation of the LRVs was instituted. Rail service is operated on all the lines (J-CHURCH, K-INGLESIDE, L-TARAVAL, M-OCEAN VIEW and N-JUDAH) except K which will start this month due to track reconstruction work. K buses operate from Broad and Plymouth via Balboa Park Station to West Portal. Motor coaches are operated on all night owl service to and from the Ferry Terminal with no service to Transbay Terminal. On Sunday mornings from 5AM to 9AM rail service operates west of West Portal and passengers transfer to buses for downtown travel. Thru rail service begins at 9AM. The K, L and M lines no longer operate on 17th Street and the J will travel Church to Duboce to Market. Thirty more LRV cars are due to be delivered beginning next April. Geneva Division will soon see an $8 million rebuilding to store this equipment and a $4 million administrative annex with an electronics shop will be built within the Metro Center. The first MUNI Metro service began in February 1980 with the N-JUDAH line and by June 1981 all five lines were operating Metro style on weekdays with PCC operation on weekends and holidays.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT and Sonoma County officials are presently engaged in debate over the issue of providing bus service in Sonoma County, particularly between Petaluma and Santa Rosa where GGT added extra buses as a part of its Line 70-SAN FRANCISCO-SANTA ROSA last September. The county, through SONOMA COUNTY AREA TRANSIT, would operate peak hour weekday service over the alignment of Line 70. SCAT is operated under contract by Community Transit Service, Inc. of Anaheim. Amalgamated Transit Union Local 1575 representing GGT operators has charged that this plan is "a union busting Proposal" and had originally threatened court action to block the plan, but eventually did not file suit. The changeover was expected to take place December 6. In a related matter GGT Directors have indicated their intention to fight a plan by the City of Santa Rosa to try and restrict GGT buses from SR streets and instead allow operation only along Highway 101. This recommendation was part of a plan by city consultants, Barton-Aschman Associates, to ease traffic congestion in the city. Plans are moving ahead for the takeover of the MARIN COUNTY TRANSIT DISTRICT by GGT beginning next July 1st. At this time there will be no election within Marin County to dissolve MCTD and replace its property tax with a sales tax for transit. Weekday commute service on 62-STINSON BEACH-SAN FRANCISCO, shut down last January when storms undermined parts of Panoramic Highway resumed November 8th. Weekend trips on Line 63 did not resume until December 5th and there is no longer weekend service between Bolinas and Stinson Beach because of low ridership. Continued operation of Commute route 56-EAST NOVATO-SAN FRANCISCO with only three trips instead of four has been approved. The district has received federal assurance of help in purchasing sixty new buses, 34 to expand the fleet and 26 as replacements. Plans call for the oldest buses in the fleet to be replaced. These advance design buses are expected to have forward facing, reclining seats similar to those in the T8H 5305As and 5307As rather than the transit type seats in the RTS buses purchased last year which stirred up much controversy. These buses would be lift equipped. Free transfers between GGT ferries and SAN FRANCISCO MUNICIPAL RAILWAY vehicles ends this month.

SONOMA COUNTY AREA TRANSIT (SCAT)

SANTA ROSA: NEW Line 48-PETALUMA-SONOMA COUNTY OFFICES began operation last month operating two northbound am peak trips and two pm southbound trips. Morning buses depart from 4th and C in Petaluma at 650AM and 740AM with other stops at the Cotati Hub, Adrian Drive, Safeway Store in Rohnert Park, Santa Rosa Junior College and Sonoma County Administration Center. Afternoon trips leave at 300PM and 525PM. The new route is designed as an alternative to Line 44 which serves generally the same area. Fares are $1 regular, 75¢ students and 50¢ senior citizens and handicapped. SCAT was scheduled to begin operating between Petaluma and Santa Rosa by way of Rohnert Park and Cotati on December 6th replacing some GGT local service in the county.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA Line 21-TYLER MALL-COUNTRY VILLAGE, which was originally reported as being discontinued last September as part of the massive RTA service change (WT 10/82) was not discontinued but rather rerouted and rescheduled. Beginning at Country Village Line 21 operates Mission Blvd, Felspar, Jurupa, Etiwanda, Limonite, Van Buren, Magnolia and Tyler into Tyler Mall. Service operates Monday thru Saturday between 1000AM and 500PM with buses departing Country Village at 1010AM, 1115AM, 1220PM, 150PM, 255PM and 405PM with Tyler Mall departures thirty minutes later and this is now an accessible line.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: Frank J. Lichtanski has been appointed General Manager of MST. He had served as Assistant General Manager for the past five years and began his MST career in 1974 as a Transportation Supervisor with MONTEREY PENINSULA TRANSIT.

OMNITRANS (OT)

SAN BERNARDINO: The combined fixed route and Dial-A-Ride program (WT 3/82, 9/82) was implemented during September in the City of Yucaipa. Five shorter local lines using two buses between them replaced four lines with four buses. 40-NORTH YUCAIPA operates from 4th & Yucaipa via Yucaipa, Bryant, Madison, Panorama, Dodd, Date, Douglas and Yucaipa to 4th. 41-SOUTH YUCAIPA operates from 4th & Yucaipa via Yucaipa, California looping Mountain View, Bryant, Avenue F and California. 42-EAST CALIMESA operates from 4th & Yucaipa via Yucaipa, 2nd, Avenue A, 1st, Avenue B, 2nd, Avenue F, 3rd, Avenue H, California looping Avenue L, 2nd and County Line Rd to California. 43-WEST YUCAIPA operates from 4th & Yucaipa via 4th, Avenue E, 7th, Enoch, Nebraska, Avenue F, 6th to Avenue E and return to Yucaipa & 4th. 44-CALIMESA runs from 4th & Yucaipa via Yucaipa, 3rd, Avenue F, 5th, County Line Rd, Calimesa Blvd looping Myrtlewood, Fifth, Sandalwood and Calimesa. Hourly headways are provided on each line between approximately 630AM and 630PM Monday through Saturday. 42 and 44 use one bus while 40, 41 and 43 use the second. Previously the Yucaipa bus line numbers ran between 33 and 36. The four vehicle DAR system using both lift and non lift equipped vans is also now operating.

AIRPORT BUS OF BAKERSFIELD, INC. (ABOB)

BAKERSFIELD: Effective October 1st ABOB began serving the Burbank Airport with three trips each way each day. Six trips are operated in each direction every day except Thanksgiving and Christmas when no service is provided and on New Years Day and Easter Sunday when four trips each way are operated. Terminals are located at 24th and H in Bakersfield, Papayas Restaurant/Ranch House Inn in Saugus, Burbank Airport and Los Angeles International Airport. Buses depart Bakersfield at 400AM, 600AM, 900AM, 200PM, 500PM and 700PM. From LAX departures are at 800AM, 1000AM, 100PM, 600PM, 830PM and 1100PM. Based upon current schedules three buses are used.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Two lines were recently discontinued: 86-ORANGE COUNTY FAIRGROUNDS-HUGHES-NEWPORT BEACH provding two am and two pm commute trips was discontinued with the close of service on November 12th while 93-ALICIA PARKWAY-MISSION VIEJO was discontinued with the close of service on December 11th. Current plans call for the 93 to reappear in an altered fashion next summer. Dial-A-Ride fares for regular and student riders were increased January 1st from $1 per zone at any time to $1.25 per zone on weekdays between 900AM and 200PM and all day Saturday and to $1.50 for rides between 700AM and 900AM and 200PM to 500PM weekdays. Elderly, handicapped and their companions continue to ride for 50¢ per zone regardless of boarding time. There were no changes, however, in DAR service hours as had originally been discussed (WT 11/82).

SANTA CLARITA VALLEY COMMUTER SERVICE (SCVCS)

NEWHALL: SCVCS which is operated under contract to the County of Los Angeles by ANTELOPE VALLEY BUS, INC. has been increased from two to three trips each peak period and the routing in downtown Los Angeles has been changed to use Golden State Freeway, Pasadena Ave, North Broadway, Sunset, Spring or Main, 1st, Hope/Flower and 7th to Spring Street.

FRESNO TRANSIT (FT)

FRESNO: During the summer FT inaugurated four new express routes, each operating one morning and one afternoon trip weekdays only all charging a 50 cent fare. Two of the lines are destined to downtown Fresno while the other two are destined to the large Internal Revenue Service complex east of downtown. BULLARD/FREEWAY EXPRESS begins in North Fresno at West and Shaw and travels via Shaw, Santa Fe, Marks, Bullard, California 41 Freeway, Tulare St, M Street, Fresno, Van Ness, Tuolumne to the Fulton Mall. FIRST STREET/FREEWAY EXPRESS starts at North Blackstone and Beechwood traveling along Beechwood, Abbey, Alluvial, North First, Shaw, California 41 Freeway and the same as BULLARD to downtown Fresno. BULLARD AVENUE-FIRST STREET I.R.S. EXPRESS begins at Blackstone and Bullard and travels via Blackstone, Bullard, First, Shields, Chestnut, Kings Canyon, Peach and Butler to the I.R.S. CLOVIS-I.R.S. EXPRESS begins at Tollhouse Rd and Escalon in Clovis and operates via Tollhouse, Sunnyside, Barstow, Railroad, Jefferson, Clovis, Fifth, Bullard, Minnewawa, Gettysburg, Willow, Chestnut, Kings Canyon, Peach and Butler to the I.R.S. complex. To introduce the express service the Freeway Express operated free of charge until September 30th when the regular fares began to be charged.

TRAILWAYS, INC. (TWI)

LOS ANGELES: TWI subsidiaries TRAILWAYS WESTERN LINES and AMERICAN BUSLINES made a number of downward service adjustments effective December 1st. One Los Angeles - San Francisco via Interstate 5 round trip was discontinued while one Los Angeles - San Francisco via Highway 99 round trip was converted to a San Francisco - Modesto shuttle connecting with a Seattle schedule. One Los Angeles - Seattle round trip which had been operating on Interstate 5 between Los Angeles and Stockton was rerouted to Highway 99 to replace the San Francisco schedules. One less round trip is now running between Los Angeles and San Diego (down to five each way) and the Los Angeles-Indio-Calexico round trip was dropped although there are still six round trips between Calexico and Mexicali. In the north service to/from South Lake Tahoe now operates only between Sacramento Depot, Sacramento Eddy's Hofbrau, Rancho Cordova and Harrah's Tahoe with three daily round trips. The only off line pick up point in the City of San Francisco now served by the Reno/Sparks schedules is 8th Avenue and Geary.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

SACRAMENTO: Over the past few years CALTRANS has been involved in projects to promote rail travel within the state and has provided funding for an overnight train between Los Angeles and Sacramento via the Coast Route ("Spirit of California") and the establishment of commuter train service between Oxnard and Los Angeles (WT The agency has recently published a "California Intercity Rail Services" timetables which shows all intercity passenger train service within the state as well as the connecting bus service. This timetable shows four new bus connecting services which are operated exclusively for AMTRAK passengers. The first service connects Chico and Marysville to the Spirit of California at Sacramento. The second service connects Porterville, Lindsay, Tulare and Visalia to the San Joaquins at Hanford. The next connects Squaw Valley and northern Tahoe resorts to the San Francisco Zephyr at Truckee. The only new service in the south connects San Bernardino, Pomona and Pasadena to the Spirit of California at Glendale. Connecting train/bus service continues to operate between San Francisco and Oakland, Sacramento and Stockton and Bakersfield and Los Angeles. (Ed. Note - If any WT readers are knowledgable concerning which bus operators are providing the above mentioned train/bus services please write so that we can advise our other readers).

GRUMMAN FLXIBLE COMPANY

DELAWARE, OHIO: General Automotive Corporation and the Grumman Corporation recently announced an agreement in principle by which General Automotive will purchase the assets of the Grumman Flxible Corporation. GA is a privately owned corporation with headquarters in Ann Arbor, Michigan. Among its existing operations is a city transit bus manufacturing plant in Shannon, Ireland.

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: The City Council recently voted cutbacks in city bus service beginning March 7th. Eliminated will be all Sunday service and all service to the Air Force Academy, all Saturday service prior to 700AM, service to and from Fort Carson after 715PM, Saturday operation of 3-UNION BOULEVARD, 5-EASTERN CROSSTOWN and 9-WIDEFIELD, and two express rouns, one leaving Security-Widefield, the other Fountain Boulevard-Circle Drive and both going to Garden of the Gods Road twice a day weekdays. Line 3 was also reduced from half hourly to hourly during weekday peak hours. Line 5 was increased, however, from 60 to 30 minutely during weekday peak hours as was Line 9. A new experimental express bus line between Chapel Hills Mall and downtown, inbound in the morning and outbound at night, will be tried.

METROPOLITAN AREA COMMUTER SYSTEM (MACS)

FAIRBANKS: MACS has started to receive back the seven buses (former SPOKANE TRANSIT SYSTEM GMC TDH 3301s) it is having remanufactured by the Blitz Corporation in Chicago. The need for reliability in the severe Alaskan interior climate made it imperative that the units be remanufactured rather than just rebuilt or rehabilitated. All buses have maximum urethane foam applied on roof, walls and underside to protect valves and piping and to retain heat in the passenger area. Regular bus heaters are not sufficient for that climate so a large slef contained diesel fired Webasto heater was installed.

CITIFARE (CT)

RENO: Washoe County, Nevada voters approved, last September 14, a ¼% retail sales and use tax for the support of public transportation. The vote reflected a 70% favorable vote. The tax will generate $4.5 million annually and will provide financial support for CITIFARE and ELDERPORT SERVICES, a senior/handicapped transportation program in the area.

ROGUE VALLEY TRANSPORTATION DISTRICT (RVTD)

MEDFORD: RVTD also conducted a successful voter campaign as sixty per cent of the electorate in the Medford-Ashland of southern Oregon voted yea to the question, "Shall RVTD establish a tax base of $541,792? The measure also insures continued bus transportation at current levels.

LANE TRANSIT DISTRICT (LTD)

EUGENE: LTD opened its River Road Transit Station, a 150 space Park & Ride facility at River Road and River Avenue, on November 2nd. The transit station is served by five bus lines providing eleven buses during the rush hour, eight of which go to downtown Eugene. A new bus route, RIVERA EXPRESS, provides the fastest service to town taking only ten minutes.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Last summer, July 12th to August 9th, Amalgamated Transit Union Local #1001 struck the RTD. Reports are that the new labor agreement was not substantially different from the previous considering the length of the stoppage and that the people of Denver were prepared and they walked, rode bicycles or carpooled. The new 16th Street Mall has opened and the newly purchased MCR Technology buses are doing a good job on the mall. The electrically powered units did stop running at times and they usually use the gasoline buses instead of the electrics. The two big terminals at each end of the mall are still being built so the mall buses just loop around the block now. The RTD has moved into the newly remodeled older office building on Blake Street downtown. The RTD Directors were formally appointed by the Mayor of Denver or the various county commissioners and did not report directly to the electorate. A state sponsored petition resulted in the creation of an elected board. The first election took place in November and the new board is to be seated this month. The big event of 1982 was the "Blizzard of 82" - On Thursday December 23 at 11PM snow started to fall. By the end of the day Friday December 24 twenty four inches of the white stuff had fallen on the city. RTD started out the day as normal, but by 230PM service was suspended with the exception of a few trips to/from Boulder. Yellow Cab suspended service at 300PM and Stapleton Airport closed at 930AM. RTD chained up a few buses and went around and rescued operators and passengers. On Saturday December 25 - Christmas - RTD crews with tow trucks tried to get all of the buses back to the garages. Most were retrieved, but a few stayed out in the snow up to four days. No bus service was provided. On Sunday buses did not operate but there was limited YC service. On Monday RTD operated only four express runs from each park/ride in the Denver Metro area (nine). There was some service to Boulder, Longmont and Brighton with all other intercity service out and limited service on Denver lines 0-BROADWAY and 15-COLFAX. Streets were a mess and buses slow moving. On Tuesday all Monday service ran plus 12-DOWNING, 20-20TH AVENUE and 30-SOUTH FEDERAL on a limited basis. On Wednesday the major routes (0, 12-EVANS, 15, 20, 21, 30) were on weekday schedules and some others on Saturday times. Thursday the 30th was the same and the intent was to have full operation on Monday January 3, 1983. Alameda Division, on the near southwest side, was closed due to snow embankments from the 24th through the 30th.

PRESCOTT-WHIPPLE STAGES (PWS)

PRESCOTT: PWS did cease operation last September in this central Arizona city. There is, underway currently, an effort to provide a city funded transit system using a vehicle looking like a trolley car on the body of a 1977 Dodge Midas motorhome. The Trolley Committee of the Downtown Prescott Association is coordinating the effort.

# # # # # # # # # # # # #

UPDATE ON TOUR IN SACRAMENTO - Saturday February 19, 1983 beginning at 29th and N in Sacramento for three hours to tour planned light rail line of Sacramento Transit Development Agency using an ALLEN TDM 5301 (former SCRTD 5500 type) - FREE to WTS Members This trip is being sponsored by WTS Member Richard Mendes for the enjoyment of all.

# # # # # # # # # # # # #

WT STAFF

Editor	Edmund Buckley	Reporters	Marvin Martin
Senior Staff	John McKane		Frank Lichtanski
	Warren F. Quon		John Hoschek
	Robert Higginbotham		Kenton Forrest
	Bob Burrowes		Eugene Caywood

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Greyhound Lines - West	8890-8891	TMC	MC9 T10/10/3438-39	numbered 2890-91 for Canada pool use
Amador Stage Lines	1038-1044	Eagle	AE10/-	
AC Transit	1200-1259	Neoplan	AN440A/CL013184-243	
Las Vegas Transit System	4600-4611	Grumman	40102-6T/94476-487	# 4601-4611
Corpus Christi Trnst Sys	(1316-1320	GMC	T7W603/A490-A494	
	(1335-1344	Gillig	3596T6V92/80234-80243	
	(1352	GMC	P8M4905A/494	
El Metro (Laredo)	8215-8226	Gillig	3596TA6V92/80412-80423	
SAMTRANS	800-819	Gillig	4096TA6V92/80424-80443	
USED				
Western Charter	834	GMC	PD4107/940	GLW 1742
Poodle Lines	68-69	GMC	PD4107/774-775	Coachways A500-A510
Eastshore Lines	316	GMC	PD4106/1624	GGT 491
Falcon Charter Service	22	GMC	SDH4501/029	ACT 108
West Valley Charter Lines	807(?)	GMC	SDM5301/300	orig Schendy 502
Corpus Christi Transit Sys	unkn	GMC	PD4106/3101	Nueces Tpn 1004
Commuter Bus Lines	(4909-4910	Flxible	FDV8C-401-7-UL-AC/35088,	PTD 5613
	(		35096	5621
	(		via TBTC IC	
	(5120-5121	GMC	TDM5108/267,404	orig PSCT M736, N707
	(5123-5125	GMC	TDM5301/005,012,025	PTD 5504, 5511, 5524
	(unkn	GMC	TDH4801/207	Unitrans 511
	(unkn	Flxible	F2D6V401-1/51899	SAMTRANS 150
Lineas Urbanos Y Surbanos (Tijuana)	(2379	GMC	TDH4801/145	RTD 2379
	(6633	GMC	TDH5105/3447	RTD 6633
DISPOSITIONS				
Southshore Lines	2118	GMC	PD4107/704	Crusader Tours
Franciscan Lines	193	GMC	PD4107/834	to Eastshore (will get a 6V-71)
Amador Stage Line	727	GMC	P8M4905A/1831	TNJ 6938
Eastshore Lines	(452-453	GMC	SDH4502/028,019	Vista Tours & Charters
	(461-462	GMC	SDM5302/1053,1058	Hi Way Tours
Gray Line of Los Angeles	4812,4823	GMC	TDH4801/211,400	Guiton Chtr
SAMTRANS	(163	GMC	TDH5303/1295	Vista Tours & Charters
	(9803,9819	GMC	TDM5303/007,023	Ready Tours
Trailways Western Lines	14523	B&C	05SE/8450	Guiton Chtr

Citycruiser Serial Numbers T5-600 to 605 reported in WT 12/82 as delivered to Grand Rent A Car (Avis) are being used at Los Angeles without benefit of fleet numbers but with personalized license plates such as "AVIS 5".

WTS Meetings are second Sunday each month, 730PM, 272 Alpine St, Pasadena, CA