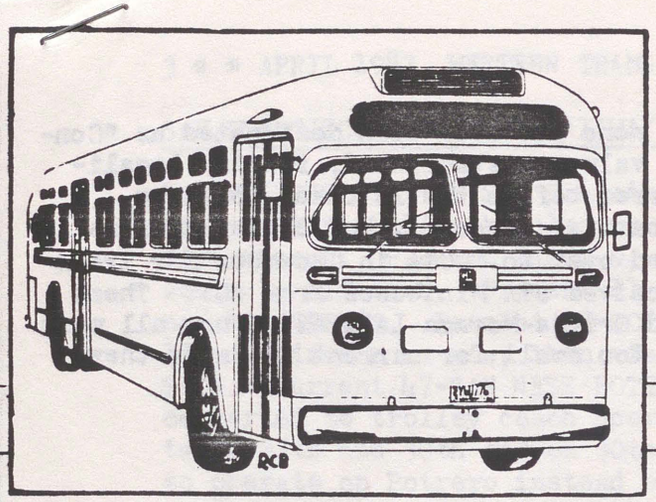


Western Transit

Monthly Publication of The Western Transit Society

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CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: February 14th was the first day of the drivers' new sign up and the time for major route changes. On that day one new line was introduced and several others were combined and/or improved. New is 115-TREAT BLVD. which operates Monday thru Saturday between BART/Concord and BART/Walnut Creek by way of BART/Pleasant Hill. It is a combination of two existing lines connected by new service on Treat Boulevard. 115 follows the old Concord 305 line from BART/Concord via Grant, Bonifacio, Parkside, Willow Pass Rd and Landana to Concord Blvd, then, instead of returning to BART/Concord the new route turns left on Concord and then via West St, Clayton Rd and Treat Blvd to BART/Pleasant Hill. At this point the new 115 takes over the northern half of the old Walnut Creek 5 line and runs via Oak Rd, North Civic Dr and Ygnacio Valley Rd to BART/Walnut Creek, the southern terminus. The reverse direction follows the same route. 115 is the first cross-region route and connects with almost every other line in the system. With the new 115 service on Treat Blvd. Line 307 has been shifted off Treat beyond Bancroft on its northbound route and now runs on Minert Rd between Bancroft and Oak Grove. Several former Walnut Creek lines were also combined and streamlined. NEW Line 101-ROSSMOOR-YGNACIO VALLEY ROAD is a combination of W. C. 2-YGNACIO VALLEY RD, 3-OAK GROVE-DOWNTOWN W.C., 4-OAK GROVE-BART/PLEASANT HILL and 7-ROSSMOOR. The new 101 becomes a full crosstown Walnut Creek line connecting eastern and western points of the community without requiring transfers as in the past. For example, retired residents of the Rossmoor area west of downtown Walnut Creek can reach the major medical facilities on the east side along Ygnacio Valley Road such as the John Muir Hospital. BART/Walnut Creek is at the center of this route during peak hours so it is very convenient for commuters as well. 101 also provides all day service to BART/Pleasant Hill for residents along the Ygnacio Valley Road corridor. Former W.C. Line 1-DOWNTOWN W.C. and the southern half of W.C. Line 5-CREEKSIDE DR. have been combined into new 105-BROADWAY-CREEKSIDE providing two way service over most of both old routes. Other changes included the elimination of Line 301-CLAYTON ROAD in favor of expanded service on Line 110-CLAYTON ROAD within the Concord city limits. Now, every third bus goes out to the town of Clayton and the two in between are "short turns" in effect as one makes the Kirkwood loop towards the Concord Pavilion and the other runs on the Pine Hollow loop (both formerly covered by each 301 line bus). Off peak service is still hourly on each route making service on the trunk portion on Clayton on 20 minute headway instead of 30. During peak periods Line 110 service is now doubled with headways of 10 minutes on Clayton and 30 minutes on eaco of the outer portions. The routing of the outer end of 302-COWELL ROAD has also been changed and now all buses follow the Turtle Creek loop, formerly used only during rush hours On February 19 Saturday service was introduced on Line 106-ORINDA-MORAGA-LAFAYETTE and on Lines 362 and 363 in Pleasant Hill.

The arrival of fourteen Flyer D901 coaches from AC TRANSIT in late January provided sufficient equipment to make these line additions and improvements. These coaches had been due CCCTA when AC TRANSIT ceased operations in the City of Concord and were finally transferred after all the government legalities had been satisfied. The City of Concord had received a federal grant in 1979 for fourteen new 40 foot buses and since ACT was operating Concord's service at that time the funds were given to ACT to be included in their bus purchase. When CCCTA replaced ACT they

CENTRAL CONTRA COSTA TRANSIT AUTHORITY Continued

continued to use all their Flyer buses in the East Bay as none had ever been designated as "Concord buses". Specific coaches had to be determined, book values eastablished, funding legalities with UMTA worked out and title finalized and transferred before the 44 buses could be handed over to CCCTA. This process took longer than all parties expected, but the buses finally arrived starting January 27th (although one was transferred over to CCCTA in December for training and parts inventory. In early February CCCTA also received six Minibuses from ACT. These had been purchased with grant funds from Pleasant Hill and Orinda-Moraga-Lafayette, now all part of CCCTA. These are not wheelchair lift equipped and are too small for current needs so they will be kept in storage for now.

Following is a summary of the coaches from AC TRANSIT:

CCCTA #	Former ACT #	Builder	Model	Serial
300-313	1000-1002	Flyer	D-901	1905-1907
	1006-1013		D10240C	1911-1918
	1015,16,18			1920,21,23
400-405	2200,2202-2206	Minibus	MBD 8002	1267,1269-1273

Most of the Flyers were immediately repainted white over the ACT colors as a temporary measure so that they could be used in service without confusion to passengers. This white paint scheme will be short lived as the contract to repaint all the Flyers to CCCTA colors has already been awarded. Plans for additional route improvements to be implemented later this year indicate a need for more coaches so CCCTA has called for bids on ten new 35 foot models for delivery before the end of 1983. In the meantime the borrowed Stockton TDH 4519s became surplus when the Flyers arrived and were returned by early March. Current (3/83) peak hour requirements are for 45 units. Most runs require at least 35 foot size buses so with the big Flyers on hand only a few of the former Walnut Creek Chance buses are used on weekdays.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Delivery of the 141 new Gillig coaches has now been completed. Several have not been set up for service yet and are stored at the old Mack Plant in Hayward (AC's storage yard). A 35 foot Gillig demonstrator is part of this order and it was refurbished and delivered as 2040, just ahead of the fifty 35 foot models included in this order. It is not presently known if this unit is serial 80052 or not as it was delivered to the Mack Plant and is still stored there awaiting set up.

FLYAWAY BUS SERVICE

LOS ANGELES: Fares for FlyAway bus service between Van Nuys, West Los Angeles and the Los Angeles International Airport were increased on April 1st. One way fares to/from Van Nuys increased 50¢ to $4.50 and round trips rose $1 to $8. The new childrens fare is $3.25, up a quarter. One way adult fares from West Los Angeles are now $3.25, up twenty five cents and there are no round trip fares from this point. AIRPORT SERVICE, INC. operates the West Los Angeles FlyAway service using specially painted MC 8s and GRAY LINE OF LOS ANGELES runs the Van Nuys service with a fleet of MC 9s.

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Support the Society by attending the monthly membership meetings which are held the second Sunday of each month at 730 PM at 272 Alpine Street in Pasadena

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SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The San Francisco Public Utilities Commission has approved a series of reroutings all scheduled to take effect in August pending approval of the Board of Supervisors. Present Lines 9, 11, 12, 13, 14, 23, 25, 27, 33, 35, 37, 41, 47 and 24 would be affected. Present 11-HOFFMAN and 14GL-GUERRERO LIMITED will be combined into new 13-GUERRERO. Present 12-OCEAN would be revised to operate from City College to 11th & Mission as now, then via Van Ness to Aquatic Park and be named 49-VAN NESS-MISSION. Current 47-VAN NESS-POTRERO would run weekdays only. 24-DIVISADERO would be converted to trolley coach operation and rerouted in Noe Valley to operate on Noe between 27th and 30th and on 30th between Noe and Church. Present 25 would be rerouted to operate on Potrero instead of Bryant and would be renamed 9-SAN BRUNO, would operate on Mission and terminate downtown. Present 27 would be discontinued on 29th, renamed 27-BRYANT and follow present 25 alignment to Leavenworth Street area. Present 9, 23 and 13 would be replaced by new 67-BERNAL HEIGHTS operating between 24th & Mission and Richland & Mission via Bernal Heights, Farmers Market, Alemany Housing, Crescent and Richland seven days a week. Present 35-EUREKA would be combined with portions of present 37-CORBETT and extended to Haight & Masonic on one end and Diamond Heights on the other. 37 would operate between the Castro Station and the Twin Peaks areas. The eastern end of 33-ASHBURY would be extended along Potrero from 16th to 25th and on the west end from Waller and Stanyan to Childrens Hospital at California and Maple. Current 41-UNION-HOWARD diesel line would begin running on Folsom and be renamed 12-FOLSOM. 14L-MISSION LIMITED and 14X-MISSION EXPRESS would still operate but at reduced frequencies. New would be the 14B-BART which would operate northbound in the morning and south at night between Mission & Sickles and BART/Balboa Park at a six minute freqnecy. Beginning April 1st MUNI's Fast Passes began to be honored on BART for travel within San Francisco. Only the full fare passes will be honored, not Discount or Youth passes and BART tickets are not useable on MUNI. This Arrangement took three years to work out and provides the MUNI will pay BART $2 million per year to allow its pass holders to ride free and the Metropolitan Transportation Commission will contribute $1 million. The PUC has approved purchase of eighteen fare collection machines that will allow passengers to buy cable car tickets in advance when the system returns next year. The machines will be placed at the end of each line plus the major stops. MUNI will be purchasing 110 new forty foot diesel buses from Flyer Industries Ltd/ Lawson National Distributing. The buses will seat 40, have room for 49 standees, have double width front and rear doors and treadle operated rear doors. Despite protest from Gillig Corporation that the order was essentially with a foreign manufacturer while the city contended it was with a minority owned firm UMTA approved the contract and will fund eighty per cent of the purchase. Also at stake will be a contract between AC TRANSIT and Flyer/Lawson for 140 buses which Gillig has protested. Federal grant recipients are obliged to honor a "Buy American" clause with certain exceptions being granted. Because of the current economic situation the exemption has been harder to receive and a number of foreign firms have either opted to construct their own facilities in this country or to form relationships with U. S. firms to put them in a competitive position. LND is a five year old black owned firm which previously functioned as a distributor for various manufacturers until the deal with Flyer. This arrangement calls for Flyer to build and assemble the chassis and body of the buses at its Winnipeg plant, then the shells are shipped across the border to St. Cloud, Minnesota where Dickenson Lines will install the engines, transmissions, seats and other interior equipment with LND overseeing operations. DL has the manufacturing facilities that LND needed and LND will hire additional staff who will be trained by Flyer to oversee the final assembly process. Buses will be driven out to the west coast from Minnesota. This contract has an option for up to 100 additional buses which the city has not yet decided to exercise. The first buses are due to arrive in San Francisco in October.

MOUNTAIN AREA TRANSIT COMPANY (MATCO)

BIG BEAR: MATCO is presently operating two seven-days-per-week round trips between Big Bear and San Bernardino via Running Springs and Patton and a Tuesday and Thursday round trip between those points via Crestline and Lake Arrowhead. The daily buses are now serving the new CALTRANS Park and Ride Lot across from the Patton State Hospital which lot, officials hope, will encourage skiers and mountain visitors to either take public transit or carpool to relieve the mountain area congestion. One of the daily trips is presently being financed through the CALTRANS Inter City Bus assistance program.

KERN COUNTY PUBLIC TRANSIT

BAKERSFIELD: The Kern County Department of Public Works is soliciting bids from interested individuals, firms and corporations to operate a public transit service in the Mojave, Lamont and Kern River Valley areas. Sealed proposals should be sent to Public Works at 1600 Norris Road, Bakersfield, California and the bid opening is scheduled for 1100AM on May 4th at the Public Works Department.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT made a number of route and schedule changes throughout the system on February 20th. Among these were extension of alternate trips on Line 2-SANTA FE-CHERRY from Wardlow and Santa Fe via Santa Fe, Warnock and Hughes Way to the new Hughes Aircraft Facility. 15-DEL AMO BOULEVARD was similarly extended. Weekday midday headway on 15 between 930AM and 230PM is now hourly (was 30) and the span of service on weekends was trimmed at the beginning and ending of the day. On 4-MAGNOLIA-PACIFIC-EAST ANAHEIM ST. evening headways on Magnolia and East Anaheim were reduced to hourly and there is no more evening service on Pacific.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent filings for certificates as well as decisions of the Commission on various applications.

COMMUTER BUS LINES, INC. granted a home to work certificate between Riverside and Long Beach/Terminal Island

LAKE TAHOE TRANSPORTATION SYSTEMS, INC. granted authority to remove the restriction stating size of vehicle to be used in Dial A Ride service, El Dorado County

E. D. Stich dba Challenger Coach Leasing seeks authorization to increase home to work fares between points in Ventura County and Los Angeles from $71/month to $85/month

Marin Senior Coordinating Council's certifcate was revoked for service in Marin County

G. Freed dba CALAVERAS TRANSIT COMPANY was granted permission to suspend service between Sonora and Jackson

THE BUS THAT GOES IN CIRCLES, INC. request for a certificate between Palm City and San Diego was dismissed for lack of jurisdiction by the Commission (WT 8/82)

CALIFORNIA SUN LINES granted authority to remove restriction that limited carrier to a three bus limit, Cerritos

H. D. Burnley dba BURNLEY MOTOR COACH TOURS and A. C. Hernandez dba BREA CHARTERS both granted Class "B" Charter Party Certificates to operate out of Brea

GREYHOUND LINES, INC. (GL)

PHOENIX: GL made a number of schedule and route adjustments beginning March 2nd. Included was the reinstitution of daily scheduled service (five round trips) between San Francisco International Airport and Travis Air Force Base and the discontinuation of the one daily TRACY-LOS BANOS-FRESNO schedule serving westside San Joaquin Valley points. The former Friday and Sunday only schedule between Los Angeles and Lancaster was extended to Ridgecrest and expanded to operate daily. FORT BRAGG-SANTA ROSA service, which had been weekdays only, was upgraded to daily service. SAN FRANCISCO-VALLEJO Commutes and SAN FRANCISCO-VALLEJO-CALISTOGA schedules now stop at the Transbay Terminal and no longer stop at Essex & Folsom Streets outbound and 1st or 2nd & Howard Streets inbound. Beginning March 21st the Public Utilities Commission began hearings on a series of four inter related applications - one by GL to discontinue the commute schedules between Vallejo and San Francisco and a second, alternatively to increase commuter rates of multiride fares by 100 per cent (20 ride ticket would rise from $46.45 to 92.90). The third application is that of GUITON CHARTER LINES seeking a certificate for home to work operations between Vallejo and San Francisco. The fourth application is from NORTH BAY TRANSIT of Vallejo for a certifcate for home to work service between Napa, et al, and San Francisco. GL has indicated that the Vallejo commute service, costed on a variable cost basis, means an annual loss of $250,000 and that this is a conservative figure. GL has also indicated that since implementation of the federal bus deregulation legislation and the subsequent inauguration of Trailways service between San Francisco and Sacramento that losses from services such as Vallejo commute can no longer be subsidized by the profitable routes. GL has a number of applications for changes in Oregon also. Proposed for discontinution is service to several intermediate points along Interstate 5/Highway 99 including Harrisburg, Halsey, Goshen, Drain, Elkton and Yoncalla; service along Highways 38 and 42 (Roseburg to Myrtle Point and Drain to Reedsport; Coquille through Winston on Highway 42; State Highway 164 through Jefferson; Junction City to Albany along Highway 99E; Albany to Newport on Highway 20; Tillamook to Seaside Junction along Highway 101 and Rainier to St. Helens on Highway 30. GL is also proposing some new alignments including between Florence and Eugene, between Banks and Forest Grove on Highway 26 and on Interstate 5 between Rainier and Longview.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning February 28th all Subscription Service was discontinued and replaced by two new express lines and modifications to two existing express lines (WT 1/83). 423 (old 123)-WOODLAND HILLS-WESTLAKE VILLAGE EXPRESS now has three peak hour trips and 427 (old 716)-CANOGA PARK-WOODLAND HILLS-LOS ANGELES EXPRESS was rerouted along Topanga Canyon, Ventura and Reseda and had two additional trips added. These two lines operate from Division 8. NEW is 419-CHATSWORTH-MISSION HILLS-LOS ANGELES EXPRESS operating from Valley Circle and Devonshire along Devonshire, Sepulveda, Simi Valley Fwy, Golden State Fwy and Pasadena Fwy, Hill, 5th/6th and Figueroa to Washington. Two trips are operated and this is also based at D8. Also NEW is 448-PALOS VERDES PENINSULA-LOS ANGELES EXPRESS from Crest and Crenshaw via Crest, Hawthorne, Pacific Coast Hwy, Harbor Freeway, King Blvd, Figueroa, 11th/12th, Flower into Hope and Temple to San Pedro. Three round trips are operated and this lines is based at Division 12. On the same date Line 755-SOUTH COAST PARK/RIDE was shortened such that all trips now begin or end at Marina and Studebaker with all service between that point and Electric & Main in Seal Beach discontinued.

AUTOBUSES VERDE Y CREMA (AVC)

TIJUANA, MEXICO: In Tijuana AVC is now operating at least thirty four former SCRTD (some via GLOLA and MUNI) Old Look buses and Flxible New Looks on their kll Pinos line on up to a 2/3 minute headway. These buses have replaced Mexican built Dina buses (1976 models) which resembled RTS IIs. The known roster includes:

Fleet No	Builder	Model/Serial	Notes
56	GMC	TDH5301/001	former Demonstrator
1-151	Flxible	F2D6V-401-1/51662	RTD 5930
1-152	Flxible	F2D6V-401-1/51710	RTD 5978
1-153	GMC	TDH4801/453	MUNI 2737 (RTD 5146)
1-154	GMC	TDH4801/155	MUNI 2712 (RTD 2380)
1-155	Flxible	F2D6V-401-1/51556	RTD 5854
1-156	GMC	TDH4801/421	MUNI 2729 (RTD 5114)
1-157	GMC	TDH5105/3447	MUNI 2806 (RTD 6633)
1-158	GMC	TDH4801/434	MUNI 2731 (RTD 5127)
1-159	GMC	TDH5105/3417	MUNI 2802 (RTD 6619)
1-160	GMC	TDH4801/344	MUNI 2720 (RTD 2179)
1-161	GMC	TDH4801/062	GLOLA 4808 (RTD 2961)
1-162	GMC	TDH4801/003	GLOLA 4803 (RTD 2902)
1-163	GMC	TDH4801/unkn	
1-164	GMC	TDH4801/041	HST 155 (RTD 2942)
1-165	GMC	TDH4801/216	GLOLA 4809 (RTD 6550)
1-166	GMC	TDH4801/043	GLOLA 4801 (RTD 2944)
1-167	GMC	TDH4801/unkn	
1-168	GMC	TDH4801/no plate	GLOLA 48
1-169	GMC	TDH4801/220	GLOLA 4807 (RTD 6554)
1-170	GMC	TDH4801/206	GLOLA 4825 (RTD 6540)
1-171	GMC	TDH4801/225	GLOLA 4813 (RTD 6559)
1-172	GMC	TDH4801/201	GLOLA 4810 (RTD 6535)
1-173	GMC	TDH4801/217	GLOLA 4826 (RTD 6551)
1-174	GMC	TDH4801/063	GLOLA 4822 (RTD 2962)
1-175	GMC	TDH4801/181	GLOLA 4811 (RTD 6515)
1-176	GMC	TDH4801/250	GLOLA 4814 (RTD 6584)
1-177	GMC	TDH4801/unkn	
1-178	GMC	TDH4801/057	GLOLA 4821 (RTD 2956)
1-179	GMC	TDH4801/257	GLOLA 4819 (RTD 6501)
1-180	GMC	TDH4801/400	GLOLA 4823 (SMMTL 4802)
1-181	GMC	TDH4801/211	GLOLA 4812 (RTD 6545)
1-182	GMC	TDH4801/259	GLOLA 4815 (RTD 6503)
1-183	GMC	TDH4801/056	MARK IV 443 (RTD 2955)
1-184	GMC	TDH4801/484	MUNI 2748 (RTD 5177)

A second report stated that 1-170 was TDH 4801/453, MUNI 2737 RTD 5146 and that 1-171 was TDH 4801/344, MUNI 2720 RTD 2179 which this list shows as 1-158 while the other unit is not listed. Whether or not there may have been a double numbering or a re-numbering is unknown at this time.

ARIZONA BUS LINES (ABL)

PHOENIX: ABL ended its only regular route, PHOENIX-GILA BEND-AJO, with the advent of deregulation in Arizona last July 1st leaving that firm as strictly a charter operator. Ajo, a cooper mining community in southwestern Arizona with extremely high unemployment these days, is now without bus service.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: PTS added two new bus routes and adjusted several other on January 24th. The new lines are 11-SOUTH 7TH STREET and 78-NORTHERN AVENUE CROSSTOWN. 11 operates southbound from the downtown bus terminal (at 1st) via Jefferson, 7th St to Baseline Rd looping via Baseline, 16th St and Dobbins and northbound via 7th to Washington to the terminal. Service operates half hourly and the route serves South Mountain High School and the Jesse Owens Memorial Center. 78 travels along Northern Avenue between 43rd Ave and 16th St. Service is offered every half hour and, new to Phoenix, minibuses are used. These buses are Phoenix Human Resources Dial-A-Ride buses painted in the Tico colors but not a part of the PTS fleet and the bus operators are PHR employees and not regular PTS operators. 7-NORTH 7TH STREET and 9-NORTH 16TH STREET received additional weekday peak hour service and 21-NORTH 20TH STREET was rerouted to run along Jefferson outbound and Washington inbound instead of McDowell Road. Minor adjustments were made on 1-ROESER RD-24TH ST-GLENDALE AVE, 3W-W. VAN BUREN-N. 35TH AVE-N. 43RD AVE, 5-NORTH CENTRAL, 22-CAMELBACK CROSSTOWN, 25-E. BUCKEYE, 29-N. 15TH AVE-N. 39TH AVE, 31-N. 12TH ST-SUNNYSLOPE, 38-McDOWELL CROSSTOWN, 41-N. 27TH AVE, 48-THOMAS RD-ENCANTO CROSSTOWN, 92-EXPRESS-35TH AVE and 94-SUPERSTITION EXPRESS. PTS added service to seven routes, most serving Northwest Phoenix, with the fall schedules last August 30th. Four routes were extended northward to the vicinity of Union Hills Drive. 3W had its 35th Avenue leg lengthened to provide hourly midday service north on 35th Ave to Bluefield Rd. 41 was extended north on 29th and 31st Aves. to Wescott Ave with hourly service and providing service to the Arizona Industrial Park (29th Ave between Greenway and Bell Rd). 91-ROADRUNNER EXPRESS which operates over the line 41 route north of Metrocenter was also extended to Wescott Ave and a morning rush hour trip was added. 92 was also extended to Bluefield Rd and an afternoon trip was added. On Saturdays buses still run only to Greenway Road. 3W uses the old loop at Greenway, 41 does not run and service over the route north of Metrocenter is provided by extending 29 which terminates at Greenway. 58-INDIAN SCHOOL ROAD CROSSTOWN received 30 minute frequency on Saturday for thw west leg (Central Ave to 83rd Ave) and Saturday runs to downtown were eliminated. PTS received 23 new RTS 04 buses but the fleet numbers and serial numbers reported in WT 9/82 are incorrect. The buses are: 4538-4560 - T80204/820849-820871. There may have been intnetions to number that way originally. Buses 4401-4415 are RTS 04 and are the only lift equipped buses. They have 44 seats as opposed to 4501-4537 RTS 02 buses and 4538-4560 RTS 04 buses which have 45 seats but no lifts. When the 4400s were delivered accessible service was begun and promoted on three lines chosen to cover most of the city and to serve key E & H destinations. Those lines were 8-NORTH 19TH AVE-CACTUS ROAD (north and west areas), 16-SOUTH CENTRAL AVENUE (south area) and 27-EAST ROOSEVELT (east area). As more buses were ordered they would have lifts and accessible service would be expanded. However, lift usage has been disappointing and was dropped from Line 16 and so the newest buses have no lifts.

SASNETT TRANSPORTATION COMPANY (STC)

ELY, NEVADA: STC listing in Russells Guides has been dropped, but the Nevada Public Service Commission says STC holds authority between Ely and Las Vegas but no mention was made of Ely-Elko, Ely-Tonopah, Ely-Wendover. STC, a taxicab company in Ely, has applied to the PSC for bus rights between Tonppah and Elko via Coaldale, Yerington, Reno, Fallon and Winnemucca. Should that application be granted every city in Nevada over 1000 population would be served by STC.

NEVADA PUBLIC SERVICE COMMISSION (PSC)

CARSON CITY: RENO TRANSPORTATION SYNDICATE, INC. and SIERRA WEST LIMOUSINE SERVICE are both seeking limousine services certificates to serve several counties around Reno and including Lyon County.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Simi Valley Transit	4506-4509	Gillig	3596TA6V92/80408-11	
Napa City Bus	106-107	GMC	T7060H/821012-13	correction
Stockton MTD	1811-1820	GMC	T7060H/821014-23	"
SCRTD	4400-4434	GMC	T7060H/821129-63	"
GLOSF	101-106	TMC	MC9/3467-3472	47,PR
Sierra Pacific	604	TMC	MC9/-	
Airport Service, Inc.	4201-4207	TMC	MC9/-	53,NR
Hudson General Bus Lines	1237-1243	Eagle	10AE/-	
USED				
Eastshore Lines	(312	GMC	PD4107/834	Franciscan 193
	(330	GMC	PD4903/?03	Sierra Pac 890
	(431	GMC	TDH4801/529	ACT 2102
Southshore Lines	2119	GMC	PD4107/901	ESL 351
Autobuses Verde Y Crema	(1,5,6	GMC	TDH5105/3530,3539,	TRTGIC 5121,
	(		3535	5124,5122
	(9,10,13,34	GMC	TDH4801/266,281,	RTD 2101,2116.
	(		309,108	2144,2342
GLOSF	(198	Minibus	MBF2D/402	RCMT 402 orig
	(199	Bristol	FLFDD/FSFG1970022	Ripleys South Carolina
	(			
	(401-408	Leyland	Atlantian/751971-78	NYCTA D1-D8
DISPOSITIONS				
Monterey-Salinas Transit	401-402	Minibus	MBD8000/1305-06	Kitsap Trnst (Wash)
The Bus That Goes In Circles	147	Flxible	F2DV8CH01-1/52602	Commuter R L
Boise-Winnemucca Stages	161	MCI	MC8/32918/S13453	NJT 6820
Eastshore Lines	307	GMC	PD4107/224	Cherokee Tours
Southshore Lines	2118	GMC	PD4107/704	"
Amador Stage Lines	727	GMC	P8M4905A/1831	NJT 6038
Associated Chtr Bus	6044A,6046A	GMC	TDH5301/182,185	Tres Estrellas De Oro

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WTS Meetings are held second Sunday each month at 730PM at 272 Alpine Street in Pasadena, California. Your attendance and participation are desired - support WTS