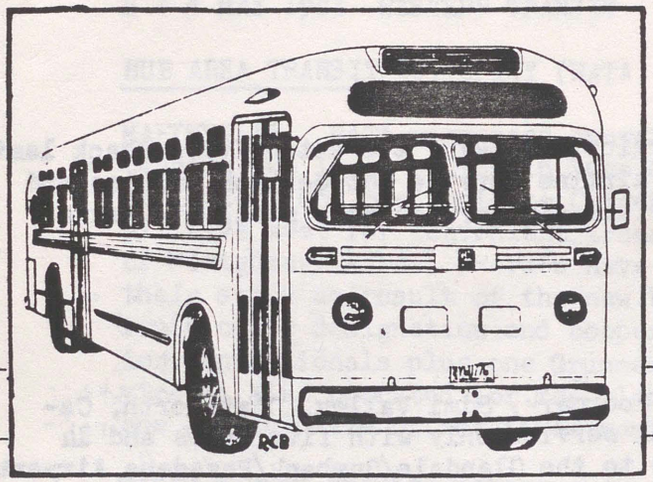


Western Transit

Monthly Publication of The Western Transit Society

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EXPRESS TRANSIT DISTRICT (ETD)

LOS ANGELES: ETD, which began jitney type bus service along a series of routes last summer (WT 7/82, 9/82) abruptly ended operations on April 7th following the Public Utilities Commissior issuance of a "cease and desist" order stemming from allegations of improper maintenance and safety violations on the firms fleet including Ford Econolines, Chevy 30 vans, Dodge vans, Chevy/Transettes, a GMC motor home and at least one Flxette. ETD and its founding partners, Francisco and Manuel Medinilla, also are under investigation by the State Labor Commission's special concentrated enforcement task force for possible violation of minimum wage laws and by the Los Angeles County District Attorney for involvement in a possible pyramid type scheme in which nearly 400 investors may have been bilked out of between $3 million and $10 million. An attorney representing the investors who believed they were buying limited partnerships in the firm stated that the investors were given bills of sale for mini-buses operated by ETD but that some individual buses were sold to four or five different people. A receivership action was filed in Superior Court to try to retain some of the assets of the firm, mainly the small buses, and possibly reconstruct the operation and retain the right to operate. The buses were moved from their former 9th and Westmoreland location to Slauson and Alameda. The Labor Commission was investigating claims that the company failed to pay minimum wages, and in some cases, no wages to mechanics and drivers. In certain cases drivers rented the vans for $50 per day and often did not take in fares to cover the cost. ETD fares were 50¢ although originally the fares were to be 75¢ except 50¢ for seniors and handicapped. ETD operated buses on Olympic, Pico, Wilshire, Beverly, Vermont and Santa Fe/Pacific to Huntington Park, ETD did not have a certificate to operate along Broadway downtown but did so running as far north as First terminating in fornt of the State Building. These operations were called to the attention of the PUC, but it is believed a formal complaint was never filed. It was understood that the Medinilla brothers returned to Mexico earlier in the month. Recently, attorney Stanley Arnold, representing the original investors, has said that 180 members of the group have now pledged $200,000 as seed money to revive ETD which has been placed in receivership. A new management team is planning to renovate 56 of the buses and bring them up to Highway Patrol standards in order to resume operations. The court appointed receiver has given his approval to the plan which will be directed by a 13 member board of directors of the newly organized Express Transit Corporation. The name ETD will be retained and the buses will operate on the same routes but on a much more regular schedule and the fares will remain at 50 cents. ETD operations under the Medinillas are still under investigation by the District Attorney, Public Utilities Commission, State Labor Commission, State Corporation Commission and the California Highway Patrol for a broad range of alleged violations of safety, labor and financial regulations. It is hoped that if the jitney service is successful under the new management those investors can convert their interests into stock purchases in the newly formed Express Transit Corporation and in that way redeem their original investment.

AIRPORT BUS OF BAKERSFIELD (ABOB)

BAKERSFIELD: ABOB is said to have discontinued all service following the extensive cutback last October 1st. One factor was the resumption of regular airline service between Los Angeles and Bakersfield by Pacific Express (two-three trips). Previous air service were small air taxis following withdrawl by major airlines to Bakersfield.

GREAT AMERICAN STAGE LINES (GASL)

1000 OAKS: GASL's alternate Simi Valley route serving Moorpark, Simi Valley, Chatsworth, Canoga Park amd Woodland Hills has been reduced to On Call service only with five fares and 1h hours advance notice. On Call service is now available to the Glendale/Burbank/Pasadena Airport from the Ventura-Oxnard-Los Angeles International Airport line.

SIMS EXECUTIVE AIRPORT (SEA)

WEST HOLLYWOOD: Using a fleet of vans equipped with reclining seats, reading lamps at each seat and a stereo system SEA is operating two routes to and from the Los Angeles International Airport, each one operating on hourly or ninty minute headways. Fares from all points is $5.50 for adults and $4.00 for children. One route serves Hollywood Ramada Inn, Olympian Hotel, Downtown Holiday Inn, Convention Center, Vagabound Hotel and University Hilton. The second route serves Hyatt On Sunset, Sunset Plaza, Sunset Marquis, Le Parc Hotel, Brentwood Holiday Inn and Bel Air Sands.

TRAILWAYS, INC. (TWI)

LOS ANGELES: Through service between Los Angeles and Tijuana has been resumed by AMERICAN BUSLINES, INC. One daily schedule departs Los Angeles 930AM arriving Tijuana 215PM. Returning the bus departs Tijuana 245PM and arrives in Los Angeles at 710PM.

GREYHOUND LINES, INC. (GLW)

SAN FRANCISCO: Beginning April 2hth two local schedules between Los Angeles and San Diego were rerouted south and east of Oceanside and now serve Vista and Escondido for intrastate passengers only. Service to and from Encinitas is now only two trips daily. Los Angeles-Ridgecrest service is now only one round trip daily (was two) in addition to the thru bus Reno to Los Angeles. Portland-Crescent City-Eureka-San Francisco service now consists of one round trip daily in addition to two Eureka-San Francisco schedules and two Portland-Coos Bay schedules. The SANTA ROSA-SACRAMENTO line is now routed via Petaluma between Santa Rosa and Sonoma

CALTRANS/SOUTHERN PACIFIC

LOS ANGELES: Commuter train service between Oxnard and Los Angeles was stopped following an order of the Public Utilities Commission which suspended service indefinitely. Originally subsidized by the Department of Transportation the service was no longer deemed in the public interest and because alternative financing was not available the suspension was ordered. The PUC did leave the door open for resumption if funding becomes available and SP was ordered to retain the passenger loading platforms and parking lots installed by Caltrans at Northridge, Moorpark, Camarillo, Burbank and Burbank Airport. The service had a controversial beginning and the issue of cost of operation of the trains will eventually be settled in court (WT 3/83).

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Support the Society by attending the monthly membership meetings, second Sunday at 730 PM at 272 Alpine Street in Pasadena, California.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Groundbreaking ceremonies were held in January for the new South Maintenance Base located immediately north of San Carlos Airport which will replace nearby South Base in Belmont, a makeshift facility which occupies part of a former manufacturing building for maintenance activities and adjacent yard space and a mobile office as a coach storage area and operations base. The ceremony featured a "Cavalcade of Transit" which included PENINSULA CHARTER LINES restored 1024 Fageol Safety Coach #216. Total project cost is about $7 million, 80% funded by an UMTA capital grant. Introduction of 40 foot Gillig Phantoms #800-821 in January, only one of which is assigned to North Base (So. San Francisco) with the balance at South Base, has rendered the following units surplus and they have been removed to storage at the new San Carlos South Base: 129 and 131 (TDH4519); 133 and 134 (TDH4518); 152, 153, 154, 156, 157 and 159 (TDH5301); 161, 165, 166 and 167 (TDH5303), 184 and 185 (TDH4519); 226 (0309D) and 292 (Twin TC-25B). SAMTRANS has renewed its contract with GREYHOUND LINES-WEST to provide buses, drivers, maintenance, accounting and scheduling personnel for the Peninsula Mainline commute service. The five year contract calls for a full cost plus profit payment of $7.8 million for fiscal year 1983 and a cost review every six months thereafter for adjustment based on operating cost increases. SAMTRANS purchased the original GLW fleet of sixty TDM5303s in 1977 (#9800-9859) and has since replaced some of those with 40 foot AM Generals #9512-9520 and Flyers #9640-9652. Route 5-BART/DALY CITY-PALO ALTO VIA EL CAMINO REAL, originally part of the GLW contract, is now operated directly by SAMTRANS using their own operators and buses.

COUNTY TRANSIT (CT)

SAN JOSE: Coincident with the opening of the new HOV "Commuter Lanes" on the San Tomas Expressway on November 22 new Express 129-FRUITDALE K MART-LOCKHEED/MOFFETT PARK VIA SAN TOMAS was started. Morning northbound route starts at K Mart Park & Ride on Fruitdale Ave in central San Jose and runs Fruitdale, Meridian, Parkmoor, Bascom, Moorpark, San Tomas Expwy, Walsh (Santa Clara), Scott onto Arques, Lawrence Expwy, Caribbean (Sunnyvale), Crossman, Java, then loops cw thru the Moffett Park/Lockheed industrial complex via Mathilda, 5th, C, 6th, Mathilda, Lockheed Wy, 11th, G and 3rd to Mathilda. Evening southbbund service returns 3rd onto Java and same route to Moorpark & Bascom, thence Bascom and Fruitdale to K Mart. 3am north/3 pm south trips (3 buses) approximately 30 minutely and operates from Chaboya Division. Changes effective with the January 3rd sign up include: 21-ALUM ROCK-SAN JOSE S.P. DEPOT added two weekday morning trips between 540AM and 640AM improving headways from 27 minutely to 13½ minutes. 25-EAST SAN JOSE-DE ANZA COLLEGE had the East San Jose (Story & White Rd) terminal loop changed and shortened at residents request to run Story, White, East Hills, Mahoney, Jerilyn, Meadow and Story. 26-EASTRIDGE*SUNNYVALE/LOCKHEED had weekday am northbound headways improved from 30 to 15 minutely between 545AM and 615 AM. 27-SANTA TERESA HOSPITAL-WEST VALLEY COLLEGE and 66-MILPITAS-SANTA TERESA HOSPITAL VIA DTWN SAN JOSE both became fully accessible with addition of lift equipped coaches to all schedules. 64-SANTA CLARA-ALMADEN VALLEY VIA DTWN SAN JOSE had the last two outhbound weekend/holiday trips leaving Santa Clara at 1050 and 1150PM shortened to end at Almaden Expwy and Via Valiente instead of at New Almaden. Bids were opened on March 7th for thirty light rail cars for the projected 19 mile Guadalupe Corridor line, which is proposed to commence operation in mid 1987. Successful low bidder was Metro Canada Ltd. at $20.8 million or $860,000 per car. The car design is the articulated version of the Canadian Light Rail Vehicle (CLRV) designed by UTDC and built by Hawker-Siddeley Canada, a prototype of which is in operation on the Toronto Transportation Commission (TTC) as fleet #4000.

HUB AREA TRANSIT AUTHORITY (HATA)

MARYSVILLE: HATA commenced operation of five fixed route lines in December 1982 including two local routes in Yuba City, one route to East Marysville, one route along Beale Road and one route to Olivehurst. Service operates hourly on all routes and all five meet for convenient transfers in a shopping center in Marysville in front of Montgomery Wards. Ward's have been so pleased with the increased traffic into their store as result of the new bus routes they have painted the curbs to match the route color designation and cooperated in other ways. Equipment consists of Superior conventionals plus one Grumman acquired used from somewhere. A Dial-A-Ride service is also operated for the elderly and handicapped and for those residing beyond one quarter mile of the fixed routes.

MARIN COUNTY TRANSIT DISTRICT (MCTD)
GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT and MCTD Directors have both voted to allow GGT to take over MCTD local operations beginning July 1st as the way to allow any continuation of local bus service in the county. MCTD faces a $500,000 deficit with no way to erase the deficit. The present 85¢ local fare may have to be increased and MCTD will prepare a plan of service reductions from among those being drafted by GGT personnel. Although MCTD sets its own fares and schedules GGT has been operating the service. The merger agreement is for one year with review next year. MCTD will turn over to GGT its share of federal and state aid plus $21,000 in property tax money. MCTD would keep $361,700 in property tax funds to provide special transit service for elderly and handicapped. The following service changes are being considered: Route 1, the main north/south service would have its southern terminus at College of Marin instead of Strawberry and the northern terminus at Marinwood instead of San Marin and Larkspur Landing would be assumed by new Route 7. 7 is new and would combine underutilized portions of 1 and 10 and may also replace school supplemental Route 45 between Redwood High and Tiburon Peninsula. It would operate between Tiburon and San Rafael via Strawberry, Corte Madera Center, Redwood High, Marin General Hospital and Larkspur Landing on an hourly headway. The Tiburon portion of existing Trans Bay 10 would be dropped altho peak hour service via Route 8 would continue. 20-SAN FRANCISCO-SAN ANSELMO would add a stop in Strawberry and be rerouted from Sausalito. Service on 27 between Santa Venetia and Sleepy Hollow via Bret Harte would be discontinued except for selected peak hour trips and service on 23 would be stepped up. San Marin would be dropped from Line 50 as would service on Nav Drive and Lincoln and 50 would be rerouted to the Redwood Highway frontage road through Northgate Industrial area and along Civic Center Drive. New Line 35 would serve San Marin and operate along Nave Drive.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: SDTC is currently advertising for bids for the purchase of forty two (42) with an option for an additional eighteen (18) heavy duty, air conditioned city transit buses forty feet long and 102 inches wide. At the same time the firm is advertising for sale thirty three (33) TDH 5301s of the 201-260 series, two (2) TDH 5303s of the 301-350 series and fifteen (15) Mercedes Benz 0309Ds of the 101-163 series.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD is also selling used transit buses. Fifty four of the 1001-1055 series TDH 5303s will be auctioned off at a public auction to be held in June with the other unit (#1033) to be converted into a maintenance mobile training unit. 105 Gillig Phantom buses are currently arriving on the property to replace the 1000s along with a number of other buses over the next several months.

CITIFARE (CF)

RENO, NEVADA: With 16 new 35 foot RTS 04s joining the fleet of 13 1980 models service in the Reno metropolitan area was significantly improved, effective March 15, with the number of lines increased from 8 to 18 (although three of these are redesignations of the eastern portions of former 1, 3 and 4), headways shortened on 5 of the existing 8 and Sunday/holiday service increased from 3 lines to 10. Monday-Saturday evening service is now offered on 8 lines instead of only 1. Line by line changes include: 1-MEADOWOOD-RENO-SPARKS/GREENBRAE, the system's main line, was redesignated 1-RENO-PARK LANE-MEADOWOOD on the portion west and south of downtown (2nd & Virginia) and 11A-RENO-NUGGET-GREENBRAE east of downtown alternating with new route 11B-RENO-NUGGET-BARING which follows 11A routing from downtown thru central Sparks to Howard & Greenbrae, thence via Howard, Goldy and Baring to Springland, thence terminates in a figure 8 loop ccw Baring, Round Mountain, Clay Alpine, Montezuma, Tenabo, Lida and Springfield to Shady Oak, then cw Shady Oak, Fieldcrest, Blossom View, Del Rosa and Springfield to Baring. Mon-Sat headways were improved from 30 to 15 (30 on branches) and Sunday/holiday headways on 1/11A remain 30 with no service on 11B. 2-RENO-ODDIE-GREENBRAE was rerouted on its west end to run 2nd, Lake, Valley and Sadlier to N. Wells and on its eastern terminus to run on Pyramid Way between York and Greenbrae Shopping Ctr. 2 continues to be thru routed with 6-SOUTHWEST RENO which was rerouted, extended from Old Town Mall to Meadowood Mall and redesignated 6-RENO-OLD TOWN-MEADOWOOD. New route is via W. 2nd, Arlington, Taylor, Plumas, Brinkby, Lakeside, Moana, Grant and Peckham to Old Town Mall, then doubling back on Peckham to Warren, thence Warren, Manzanita, Lakeside and Hask onto McCarran to Meadowwood Mall. 2/6 headways were improved Mon-Sat from 60 to 30 and hourly Mon-Sat evening service was added from 710PM to 910PM. 3-KINGS ROW-FRANKTOWN CORNERS was redesignated 3-RENO-KINGS ROW-VIEWCREST west of downtown and 13-RENO-VETS HOSP-FRANKTOWN CORNERS to the east, was rerouted downtown via 11th, Ralston, W. 2nd and at the Franktown terminus to run Kirman and Apple, then looping cw Wrondel, Plumb, Kietzke, Linden, Yori and Apple to Wrondel. Basic headways remain hourly with no Sun/Hol service. 4-7TH ST-MGM was redesignated 4-RENO-KEYSTONE-7TH in the west and 14-RENO-MGM-TERMINAL in the east and was rerouted downtown to run E. 2nd and Kirman to Mill (returning Kirman and Kuenzli onto E. 2nd). Basic Mon-Sat headway on 4/14 was improved from 60 to 30, hourly Sun/Hol service was added and daily evening service (640-1040PM) on 14 only to serve the MGM Grand Hotel/Casino. 5-SUN VALLEY-HUG-RENO routing remained same but headways improved from 60 to 30, hourly Sun-Hol service added and Mon-Sat evenings from 710 to 910. 5 was thru-routed with new 9-MEADOWOOD-KIETZKE-RENO which runs from Meadowood Mall north via Smithridge, Peckham, Neil, Moana, Kietzke, Linden, Harvard, Vassar, Kietzke, E. 2nd, Kirman, Kuenzli onto E. 2nd (returns E. 2nd to Kietzke) to Virginia Street downtown. 7-STEAD-RALEIGH HEIGHTS-RENO had its northern terminal loop enlarged to run ccw from Stead Blvd. via Mt. Babcock, Echo, Mt. Lola, Cocoa and Mt. Charleston to Stead. Basic headways remain 60 minutely but Sun-Hol and Mon-Sat evening (710-910) service added. 8-LEMMON VALLEY-RALEIGH HEIGHTS-RENO routing and 60 minutely headway remained but Sun-Hol and Mon-Sat early evening service (640 and 740P) added. Other new routes in addition to 9 and 11B are as follows: 10A-MEADOWOOD-DONNER SPRINGS runs Mon-Sat at alternate 20 and 35 minute headways from Meadowood Mall east via McCarran to Rio Poco to McCarran and, on alternate trips (55 minutely), thru routes with 10B-MEADOWOOD-HUFFAKER HILLS running south from Meadowood via Meadowood Mall Circle, S. Virginia, Longley and Huffaker to Limestone looping cw Limestone, Autumn Hills, Wellsend and Huffaker. 12-STEAMBOAT-MEADOWOOD-PARK LANE runs Mon-Sat every 60 minutes from Park Lane Shopping Ctr at Grove & S. Virginia south on S. Virginia, McCarran, Meadowood Mall Circle, S. Virginia onto US 395, Towne to Zircon, looping cw Zircon and Rhyolite to Towne. Peak trips (630-900AM and 400-630PM) are extended north to downtown Reno via S. Virginia at 75 minute intervals looping ccw via Liberty, Center, 2nd, Sierra and Liberty to S. Virginia and is designated 12-STEAMBOAT EXPRESS.

CITIFARE Continued

15-SUTRO-UNR-RENO runs east from 2nd & Virginia via E. 2nd, Lake, E. 6th, Evans, Highland, Beech, Denslowe, Valley, Hood, No, Centennial, Timber and Sutro to Oliver, looping ccw Oliver, Helena and Wilder to Oliver and thru routes with 16-VILLAGE CENTER-RENO running west from 2nd & Virginia via W. 2nd, Vine, Riverside, Booth, Westfield, Hunter Lake and California to Keele looping cw Keele, Balsam, Sherwood, Idlewild and Shamrock to California. 15/16 runs daily except Sun-Hol on a 60 minute headway.

CITIFARE SERVICE SUMMARY

ROUTE	MON-SAT (DAYS) HDWY	MON-SAT (DAYS) REQD	MON-SAT (EVES) HDWY	MON-SAT (EVES) REQD	SUN-HOL (DAYS) HDWY	SUN-HOL (DAYS) REQD	SUN-HOL (EVES) HDWY	SUN-HOL (EVES) REQD
1	15)		60)		30)		-	-
11A	30)	9	30/60)	2	30)	4	60	1
11B	30)		-	-	-	-	-	-
2/6	30	4	60	2	60	2	-	-
3/13	60	1	-	-	-	-	-	-
4	30)		-	-	60)		-	-
14	30)	2	30	1	60)	1	30	1
5/9	30	4	60	2	60	2	-	-
7	60	1	60	1	60	1	-	-
8	60	1	-	-	60	1	-	-
10A	20/35)		-	-	-	-	-	-
10B	55)	1	-	-	-	-	-	-
12	75 Peak)							
	60 Base)	1	-	-	-	-	-	-
15/16	60	1	-	-	-	-	-	-
		25		8		11		2

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, COLORADO: March 6th brought inauguration of several new express lines, reroutings and changes to a number of local lines, more service in some of the mountain areas and the opening of the Market Street Station at the lower downtown end of the 16th Street Downtown Mall. The Market station now affords riders a modern, sheltered transfer point for easy access to free Mall Shuttles that travel across downtown Denver and serves as an anchor for transit from the north and northwest suburbs (many express lines will now terminate at the station rather than operate through the CBD). The station is located along Market Street from the 16th Street Mall to 17th Street. On the lower level are ten berths for express and regional buses and a separate, totally enclosed passenger concourse. On the upper level is the turnaround loop for Mall Shuttles. The Civic Center Station, at the other end of the Mall, will open in late 1984. The MALL SHUTTLE now operates daily 545AM to 100AM Mon-Sat and 655AM-100AM Sun-Hol. Weekday peak hour headway is 1 to 2 minutes and weekday lunch time headway is 2 to 4 minutes. With expansion of the SHUTTLE, expansion of MILE HIGH STADIUM SHUTTLE and extension of three major local lines both the DOWNTOWN DART and AURARIA-SAKURA DART were discontinued. The MILE HIGH SHUTTLE which operates peak hours weekdays only was rerouted to serve the Auraria Campus and d wntown employment along 19th and is now routed via eastbound on Lawrence, 14th and Curtis to 19th returning westbound via California, 15th and Larimer , then returning to the Stadium via former route. Line 0-BROADWAY was split into 8-NORTH BROADWAY and 0-SOUTH BROADWAY with 0 rerouted to serve the Market Street Station and, on weekdays, extended to the Auraria Campus at Walnut and Eighth Streets.

RTD Continued

Mountain community shoppers now have designated day service in the form of one midday trip in each direction to/from downtown Denver on the following Regional routes: C-CONIFER-DENVER Tuesday and Thursday; E-EVERGREEN-DENVER Monday, Wednesday, Friday; P-PARKER-DENVER Monday, Wednesday, Friday and R-BRIGHTON-DENVER Tuesday and Thursday. Regional F-BOULDER-LAFAYETTE VIA LOUISVILLE was increased to two weekday trips in each direction to and from downtown Boulder via Lafayette, Louisville and South Boulder Road. New service was instituted along Arapahoe Road and Arapahoe Avenue. Seven new express lines were inaugurated as well, all operate weekday peak hours only Denver bound in the morning and outbound from Denver in the afternoon. Three new lines serve the south and southwest areas including 1X-HIGHLANDS RANCH EXPRESS which dovetails woth O-LITTLETON EXPRESS along South Broadway, 50X-SOUTHWEST PLAZA EXPRESS which dovetails with 36X*AVCOA EXPRESS and 74X-KEN CARYL RANCH EXPRESS. One express line serves the Westminster area, 108X-COUNTRYSIDE EXPRESS. Three new lines serve the Aurora area operating along I-25 and I-225 into the area: 11X-EAST MISSISSIPPI EXPRESS, 17X-EAST MEXICO EXPRESS and 39X-EAST MANSFIELD EXPRESS. Local lines 67-ARAPAHOE/HAVANA CROSSTOWN was extended from Coal Mine via Wadsworth to the new Southwest Plaza Mall while 76-WADSWORTH CROSSTOWN was extended from the Avcoa Park N Ride south via Wadsworth to serve the Mall, Weekday service operates to about 900PM and Saturday service to about 600PM.

YUKON STAGE LINES LIMITED (YSL)

WHITEHORSE, YUKON: YSL has announced its 1983 scheduled bus service along the Klondike Highway between Whitehorse and Skagway also serving Carcross and Log Cabin. Between May 1st and October 15th one trip will depart Whitehorse 900AM arriving Skagway 1230PM and returning departing Skagway 300PM arriving Whitehorse 630PM. Between May 15th and September 15th a second round trip beginning in Skagway will be added. It will leave Skagway at 900AM to Whitehorse at 1230PM returning leaving Whitehorse at 300PM arriving Skagway at 630PM.

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AS THE GM SEES BY BILL VALLOW

Some good news may be in store for WTS' twentieth anniversary this summer. Member Tom Helliwell has offered to attempt to organize an excursion for us if enough interest is shown. Tom is the President of the Pacific Transit Association, Box 57100, Los Angeles, California, 90057, an organization dedicated to preserving old buses. WTS and PTA have agreed to work closely together in the future. If you are interested please get in touch with Tom, either by mail at 3739 McLaughlin Avenue, Apt 3, Los Angeles, California, 90066 or by telephone at (213) 391-6042 or 398-6403. Whether or not an excursion is attempted in either August or September really depends on you, our members and readers.

Thanks to Frank Lichtanski of MONTEREY-SALINAS TRANSIT for being kind enough to show my son and I around the property on a recent vacation. WTS Members will be interested to hear the MST has acquired a Fag ol-Twin Coach which will be restored in memory of Tom Albert. The bus is serial 34-S/669B from Bremerton Municipal Transit where it was fleet number 115. It will be refurbished and painted in the livery of Bay Rapid Transit Company as number 80.

Our meetings are very interesting. Make plans to attend and bring your slides. We would love to see them -- and you.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Citifare	(114-119	GMC	T7060H/821190-95	
	(401-411	GMC	T8060H/821106-1206	
Metro Transit Authority (Houston)	1601-99,00	Gr-Flx	(53102-8-1/95069-168	rebuilds from 1079 units
Spokane Transit Auth for Regional Transportation	170-189	Gr-Flx	H0096-6T/94718-737	
AC Transit	1260	Neoplan	AN440A/DLO 13838	
SAMTRANS	820-821	Gillig	3506TA6V02/80444-45	
Bremerton Muni Transit	801-807	Gillig	3596TA6V71/80448-54	
SLO Transit	130-131	Orion	01502/C5389496-07	
Ray & Ross Transport, Inc	254-255	MCI	MC9/CPO 3750H-95	
Express Tours	777	MCI	MC9/-	
All West Tours	(495	MCI	MC9/-	
	(354	Prevost	LeMirage/-	
USED				
AC Transit	2049	Gillig	3596T6V02/80052	Demo
SLO Transit	(73	Gillig	-/-	Test Bus #1
	(126	GMC	TDH4517/707	GGT 494 via Natl Coach
North Coastal Transit	(11	Flxible	111-DD-D05/55694	Synanon (no #)
	(127	GMC	TDH4519/1375	PTA 113
Bay City Stage Lines	72	Flxible	FD6V-401-7-UL-AC/35016	orig Red & Tan
CV Commute Service	606	Flxible	2362DD1-64-411CAC/10667	Aptr 301
Citifare (Reno)	1951-1954	GMC	T7H603/064-067	leased-Huskie Bus Lines
Falcon Charter Service	22	GMC	SDH4501/029	ACT 108
Town Tour Fun Bus Co	707	GMC	TDH4510/883	LBPTCo 4545
ATS Transp Services	9654,9656	GMC	TDM5303/058,060	GLW 9654,56
Autobuses Azul Y Blanco	1-12	GMC	TDH5103/367	orig CTS 3550
J & S Commuter	none	GMC	PDA4104/178	APSC 26
Bay City Stage Line	none	GMC	PD4104/2590	
Harrell Tours	600	GMC	PD4104/-	
Airline Commute	none	GMC	PD4106/2211	
Trans Bay Tours	727	GMC	PD4106/-	
Vista Charter & Tours	444	GMC	PD4107/-	
Napa Charter	(205	GMC	P8M4905A/011	Blue Bird 205
	(406	GMC	P8M4905A/235	orig Bonanza 7212

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