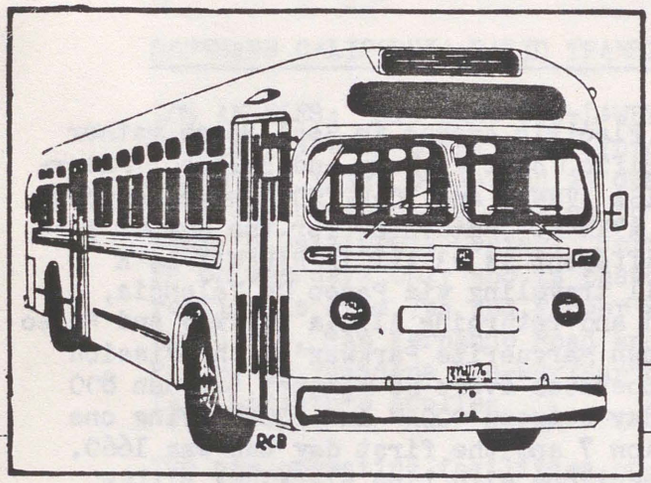


Western Transit

Monthly Publication of The Western Transit Society

VOL. 21 NO. 6 JUNE 1983

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The MISSION VIEJO MALL-LAGUNA HILLS leg of 100-ANAHEIM STADIUM SERVICE was re-activated for weekend California Angel games beginning April 2nd. For the first time weekday service is operated to Anaheim Stadium but on Line 50-KATELLA AVENUE rather than 100. Return service is offered from the Anaheim Stadium originating at State College and Katella and traveling via Katella and Tustin to the Mall Of Orange as well as traveling west to Leisure World via Katella and Los Alamitos/Seal Beach Boulevard. Beginning April 4th Line 202-SAN CLEMENTE-SANTA ANA was restructured to operate between San Clemente and the Santa Ana Fashion Square/ Orange Town And Country area serving K Mart Plaza, Mission Drive In, Crown Valley Center, Laguna Hills Park And Ride and Laguna Hills Mall operating one am northbound and one pm southbound weekday trips. On Fridays only the return southbound trip departs at 1220PM to better serve the home to work market on the 202. June 13th was the date of the Summer Shake Up and although there were some line changes including the establishment of two new lines the biggest news was on the equipment side. The 105 new Gilligs (4000-4063, 4096TA6V92/80462-80527 and 4500-4541, 3596TA6V92/80528-80568) were officially placed into service although not all of them have arrived from the Hayward, California factory. At the same time the 55 TDH 5303s (1001-1055) were withdrawn from active service and are being prepared for sale at a public auction on June 25th - this sale is notable because except for the sale of the five Flxettes, two TDH 3714s and three TDH 4509s inherited from SOUTH COAST TRANSIT CORPORATION, this will mark the first time the District has sold any transit buses. In addition the next oldest buses which are 1201-1209, Flxible 111-DD-D05-1s; 1301-1316, Flxible 111-DC-D05-1s and 1501-1515, Flxible 45102-8-1s have all been placed into storage. As the last of the Gilligs is placed into service the Grumman/Flxible 870s (2001-2065) will be withdrawn from the active fleet and put through a number of rehabilitation campaigns during the next year. June 10th was actually the last day of service for the GMCs and only six were dispatched although many more were normally programmed for service on the weekday schedule - Line 21-VALLEY VIEW BR 1 - 1006, Line 54-CHAPMAN BR 4 - 1030, Line 58-17TH CROSSTOWN BR 1 - 1037, Line 59-GRAND/GLASSELL CROSS-TOWN BR 71 - 1016 and BR 73 - 1018 and Line 68-1ST CROSSTOWN - 1053. These buses were purchased used from DALLAS TRANSIT SYSTEM with 1001-1020 arriving in 1975 and 1021-1055 coming one year later. They have been assigned to all operating divisions and operated on many of the system's lines. 1006 and 1037 (both operated the last day) still have 45 seats and the parcel racks which were installed in 1980 for the Line 176-HUNTINGTON BEACH INTERCEPT SHUTTLE (1001 and 1007 were the other two buses so equipped) although the rest of the members of the fleet have 51 transit type seats. Service wise, there were a number of changes including the traditional summer suspension of 21-VALLEY VIEW and 161-TRASK-NEWLAND. Line 46-BALL ROAD no longer operates between Long Beach Naval Hospital and Cerritos Center via the 605 Freeway but instead now ends at the hospital except for weekday peak trips which have been extended west on Carson Street to Lakewood Boulevard looping Lakewood, Conant, Faculty, Lew Davis and Clark to Carson to serve the large McDonnell Douglas aircraft plant in Long Beach.

OCTD Continued

Line 50-KATELLA AVENUE now operates bi directionally on Electric Avenue in Seal Beach rather than on a large one way loop and the new terminus is Pacific Coast Highway and Balboa. Saturday service frequencies on 60-WESTMINSTER AVENUE, 64-BOLSA AVENUE and 70-EDINGER were reduced slightly as was Sunday on 70 and weekdays on 54-CHAPMAN AVENUE. Returning for the summer although it could be considered NEW as the alignment is different is 93-ALICIA PARKWAY-LAKE MISSION VIEJO. This line begins at the Laguna Hills Mall traveling via Paseo De Valencia, Alicia Parkway, looping Marguerite Parkway, O'Neill Road and returning Alicia Parkway and Paseo De Valencia to the Mall. Last year the line traveled down Marguerite Parkway to the Mission Viejo Mall and Crown Valley Center. Weekdays the line operates every 48 minutes between 800 AM and 600PM using one bus and operates hourly on Saturday between 900AM and 600PM using one bus. A 1600 (Flxible 45102-8-1) is assigned from Division 7 and the first day bus was 1660. Service on Line 93 is scheduled to provide positive connections with Line 57-LAGUNA HILLS-LAGUNA BEACH-SANTA ANA. Park And Ride Lines 201-SAN CLEMENTE-FULLERTON, 202-SAN CLEMENTE-SANTA ANA, 209-SAN CLEMENTE-NORTHEAST ANAHEIM-CSUF and 201-SANTA ANA-SAN CLEMENTE were all rerouted from the Mission Drive In in San Juan Capistrano and now serve the new CALTRANS Park N Ride Lot at Junipero Serra Road and San Diego Freeway. The second new line is the 44-DISNEYLAND-KNOTTS BERRY FARM VIA BALL ROAD AND BEACH BOULEVARD. This line operates hourly between 900AM and 1200 midnight seven days per week using two buses and is based at Division 6. First day buses were BR 51-1804 and BR 52-1922 (both Flxible 53102-8-1s). Beginning at Walnut and Katella in Anaheim buses travel Walnut, Cerritos, West, Katella, Harbor, Beach, La Palma, Western, Orangethorpe and Beach to Knotts returning via Beach, Ball, West, Katella, Harbor, West, Katella to Walnut. Service is thus provided to the area's six attractions including Disneyland, Anaheim Convention Center, Knotts Berry Farm, Alligator Farm, Movieland Wax Museum and Kingdom of the Dancing Stallions. Returning to the equipment picture the Gilligs have been assigned to Division 4 (4028-4063 and 4514-4540) and Division 6 (4000-4027 and 4500-4513) and to the following lines: 4000s on 26, 29, 37, 38, 47, 50, 60, 80 and 4500s on 22, 46, 54, 55, 62 and 146. Although the buses are lift equipped only those units assigned on 29-BEACH BOULEVARD and 37-EUCLID STREET are designated as accessible. In September it is planned to accessiblize several more lines in the system. The new buses and the retirement of other units has caused a wholesale shuffle of buses throughout the system which changes will be reflected in the annual OCTD Survey to be published during July. During the week of May 15th Division 6 in Anaheim opened and is presently being used as a maintenance overhaul base. Effective with the September Shake Up it will also be an operating division and the lines, operators and buses presently based in Garden Grove under the Division 6 banner will all move ten miles north to the new facility.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT is expecting delivery of fifty General Motors model T8020A buses in June and July. These will be suburban type coaches and feature reclining seats and reading lamps according to transit officials. These new units will cause the retirment and sales of the 601-620 series T8H5305As which have 45 non reclining forward facing seats.

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Please note that effective June 1, 1983 there will be a change of address for the editorial office of WESTERN TRANSIT. The new address will be:

1506 West Nottingham Lane
Anaheim, California, 92802

Please support all Western Transit Society activities including the monthly membership meetings and any announced excursions. Your participation will make a better Society.

SOUTHERN CALIFORNIA RAPID TRANSIT DISCTRICT (RTD)

LOS ANGELES: NEW Line 630-LAWRY'S CALIFORNIA CENTER began operation on May 23rd. This service is being fully funded by Lawry's Foods, Inc. and operated by RTD for a six month trial basis and is designed as an easy way for employees, shoppers and tourists in downtown Los Angeles to travel by express bus for lunch or shopping at the Lawry's California Center. Service operates every half hour between 1100AM and 300 PM on weekdays only and is based at Division 3. First day bus was 4317. Northbound routing is from 7th and Flower via Flower, 3rd, Figueroa, Pasadena Freeway, Figueroa, Avenue 26, San Fernando Road and Jefferies to Avenue 26 returning via Avenue 26, Figueroa, Pasadena Freeway/Harbor Freeway, 9th and Flower to 7th. The regular local fare structure applies.

Two new operating facilities opened during May. The first was Terminal 22 at 15th Street and Long Beach Avenue which location is used for midday storage of buses. The second location is Terminal 23 which is on Slauson east of Western and six bus lines were transferred from Division 5 to the new facility - 110-GAGE AVE-FOX HILLS MALL, 206-NORMANDIE AVE, 207-WESTERN AVE, 251/252-FLORENCE-SOTO-AVENUE 26 and 828-MARINA DEL REY-HUNTTINGTON PARK-WHITTIER.

RTD has awarded a $75 million contract to Neoplan USA for an order of 415 standard size Advance Design buses with deliveries scheduled to begin in the spring of 1984. Initially 165 buses were ordered and then an option for 250 units was exercised .

A public hearing is scheduled for June 30th to receive public comment on the proposed cancellation of the Bus Express Employee Program (BEEP) which consists of twelve bus lines providing home to work commuter service to the El Segundo Employment Center which is bounded by Sepulveda, Rosecrans, Aviation and Imperial. Changes would be implemented on July 24, 1983. The lines involved all operate from Division 18, the buses involved are interlined because each line operates only one trip and they serve three different shifts. Lines are 512-ALPINE VILLAGE-HAWTHORNE-EL SEGUNDO, 521-CARSON-EL SEGUNDO, 522-CARSON-HAWTHORNE-EL SEGUNDO, 524-LOS ANGELES-CRENSHAW-EL SEGUNDO, 526-WILMINGTON-REDONDO-EL SEGUNDO, 531-RANCHO PALOS VERDES-TORRANCE-EL SEGUNDO, 532-SAN PEDRO-LOMITA-EL SEGUNDO, 536-WILMINGTON-LAWNDALE-EL SEGUNDO, 541-RANCHO PALOS VERDES-LAWNDALE-EL SEGUNDO, 542-SAN PEDRO-LOMITA-EL SEGUNDO, 545-PALOS VERDES ESTATES-REDONDO-HERMOSA-EL SEGUNDO and 546-WILMINGTON-TORRANCE-LAWNDALE-EL SEGUNDO.

Public hearings will be held during July on the Draft Environmental Impact Statement/ Draft Environmental Impact Report concerning the Metro Rail Project. Later this year the RTD Board will take formal action to adopt the project for construction and prior to committal of state or federal funds the DEIS/DEIR process is required. The impact areas identified include transportation, land use, socioeconomic, historic preservation, air quality, noise and vibration, energy and construction activity. Earlier this year the RTD Board adopted the Supporting Services Plan including ridership forecasts, modifications to the District's bus system, number of bus bays, parking spaces, station entrances, bicycle lockers and auto drop off points.

RTD will be investing approximately $100 million in new operations/maintenance facilities over the next three years including a new South Bay division to be located on 15 acres bounded by Figueroa, Broadway, Griffith and Dominguez Channel in Carson to replace the current Division 18. Estimated completion date is mid 1984. Another operating division is to be built on the site of the former Macy Street Division on Mission Road just north of Macy. Construction is just underway with scheduled opening for January 1984. The largest project will be construction of a new central maintenance facility in an industrial area north of Macy Street between Vignes St. and the Los Angeles River. It is scheduled to open in mid 1985 and would replace South Park Shops at 55th and Avalon. The maintenance facility would also be used as a midday storage facility for between 50 and 60 buses.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent filings for certificates and/or decisions and resolutions of the Commission on various applications.

COMMUTER BUS LINES, INC. grated a certificate for home to work service between Pico Rivera and Northrup Plant, El Segundo. In a separate decision CBL was granted the removal of restrictions to allow charter service beyond a 150 mile limitation.

The operating authority of SOUTHERN CALIFORNIA COMMUTER BUS, INC. was revoked.

GREAT AMERICAN STAGE LINES, INC. was authorized to increase fares between Santa Barbara and Los Angeles International Airport et al.

M & M HI DESERT AIRPORT EXPRESS, INC. granted a PSC between points in San Bernardino County and Ontario International Airport.

G. W. Scott granted a PSC for home to work service between Fontana and Daggett.

AAA CHARTER BUS, INC. was granted a PSC to operate between Simi Valley and Los Angeles.

FRANCISCAN LINES, INC. granted an on call PSC to operate a sightseeing service originating at San Francisco International Airport for the City Tour.

Gray Line Scenic Tours, Inc. dba CALIFORNIA-NEVADA GOLDEN TOURS authorized to transfer PSC to Commuter Bus Lines, Inc. dba GRAY LINE OF SACRAMENTO.

PINETREE SERVICE COMPANY, INC. granted extension of sightseeing services to include additional stops, Los Angeles City Tour.

TIFFANY TOUR & TRAVEL SERVICE, INC. authorized to extend PSC between LAX and Valencia, also granted an extension of sightseeing services, Orange County.

WESTWIND LIMOUSINE SERVICE, INC. granted a PSC between Los Angeles and San Diego.

EASTBAY AIRPORTER, INC. authorized to operate between Oakland and San Francisco International Airport on an On Call basis, permanent PSC.

UNBROKEN CIRCLE STAGE LINE, INC. granted a Class B Charter Party Certificate, Harbor City. (One of the owners of the firm owns property in Humboldt County and has moved a former RTD 5600 up there preparing to do business under another firm's authority).

A. Rico dba KENNEDY TRANSPORTATION (El Centro) PSC are suspended for failure to pass the California Highway Patrol Vehicle Safety Inspection.

CAPITOL CITY CO-OP CAB COMPANY, INC. granted a PSC to operate between points in Sacramento County and San Francisco International Airport.

D. Abhari dba VALLEY SKI COACH COMPANY granted authority to operate between points in Los Angeles and Mammoth Mountain.

R. Wright dba W.T.E. LINES granted authority to operate between Los Angeles and San Ysidro.

Last November the PUC deregulated sightseeing services as the Legislature declared that sightseeing services were not "transportation" per se but an entertainment and amusement service and a host of sightseeing applications were all recently approved.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: On April 17th Line 7-SEPULVEDA BOULEVARD was rerouted in the Harbor City area and no longer operates along Lomita nor Wilmington.and was extended from Del Amo Center to the Redondo Beach Pier. The new route is from Torrance and Catalina via Torrance, Camino Real/Sepulveda, Hawthorne, Del Amo Center roadways, Madrona, Sepulveda, Vermont and Pacific Coast Highway to Wilmington Blvd. At the same time Line 1-TORRANCE-LOS ANGELES was returned to its original alignment terminating at Del Amo Center instead of continuing on to Redondo Beach.

HUDSON GENERAL COACH LINES, INC. (HGCL)

LOS ANGELES: HGCL, the new name of ARROW CHARTER LINES, establsihed new service be- Huntington Park, East Los Angeles and San Ysidro recently. One round trip is operated daily with one way fares @ $12 and round trip fares @ $22 with children 5 thru 11 at half fare. Model 10 Eagle buses are used featuring 46 reclining seats, restrooms and Latin stereo music. Bus operators are bilingual. This service is being marketed as the "Baja Express". The schedule is shown below:

Dep 700 AM	Bowman Travel-Huntington Park	Ar 730 PM
720 AM	El Mercado de Los Angeles	710 PM
735 AM	Atlantic Travel-East L.A.	650 PM
-	Travelodge at Border	420 PM
-	Mercado Internacional	410 PM
Ar 1005 AM	International Border-San Ysidro	Dep 400 PM

EMERALD TRANSPORTATION SYSTEM (ETS)

CULVER CITY: ETS established the "Emerald Express" door to door intercity passenger service during May. Initially service is offered between Los Angeles and Santa Barbara (eight daily round trips) and between Los Angeles and San Diego (15 daily round trips). Los Angeles-Palm Springs and San Diego-Palm Springs service is planned in the near future. One way fare is $55. The firm also offers three hour delivery of small packages up to 50 pounds for $35 or overnight for $10. National Car Rentals are also available. EE's custom built nine passenger crusiers feature reclining seats, work trays, stereo headsets, video movies, magazines and telephones. They were made from Chevrolet Suburbans cut in half and stetched 100 inches with additional doors. Chauffeurs drive passengers from their homes or offices - for no added charge if within a 15 mile radius - to the ETS terminals in Lincoln Town Cars. One way travel time, door to door, is set at 2 hours, 45 minutes. Reservations can be placed through travel agents or ETS' toll free number.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City PUC has asked the Board of Supervisors to appropriate $800,000 from surplus hotel tax funds to provide MUNI express service from Union Square to Fishermans Wharf during the tourist season replacing the cable cars. The line would run from Post & Stockton to Kearny, Columbus, Powell and North Point. No regular MUNI funds would be used to pay for the service and MUNI would lease buses to operate the line. The PUC also voted to use part of the $21 million reserved for MUNI purchases in the city's general fund to buy 70 standard size diesel buses rather than 26 articulated trolley coaches as originally planned. The remainder of the money would be used to purchase 45 articulated diesel buses for heavily traveled lines such as 38-GEARY.

TRANSIT RELATED ITEMS IN THE STATE LEGISLATURE

SACRAMENTO: There are a number of bills in both houses of the legislature that could directly or indirectly affect both public and private transit operators. Assembly Bill 260 (Hauser) as introduced would Transit Development Act (TDA) funds to be spent by the counties to provide intercity bus service traditionally provided by private carriers. It is expected that the public transit agencies will oppose this bill as the measure would allow private carriers to share in a funding source created to fund public transportation. Assembly Bill 281 (Condit) would require the California Transportation Commission to appropriate each year an unspecified amount ofrom the Transportation Planning and Development (TP&D) account to allocate for intercity bus services on a priority list prepared annually by the Public Utilities Commission. This bill would place intercity bus service in competition for funding with passenger rail services and guideways. The bill would also require the PUC to solicit bids for the provision of those services and administer the contracts which are awarded. Senate Bill 693 would authorize the Orange County Transportation Commission to place a countywide sales tax of up to one per cent for transportation purposes on the ballot for voter consideration. The sales tax proceeds could be allocated to all types of transportation purposes including the construction, maintenance and operation of street/road, highway, transit and passenger rail improvements. Before an election is held the OCTC must adopt a fifteen year expenditure plan of improvements to be funded and that plan must include annual allocations to the cities and county for transportation purposes.

INTERMOUNTAIN STAGE LINE (IML)

REDDING: ISL which operated between Redding and Alturas, leased the operative rights to REDWOOD EMPIRE LINES for nearly two years before REL returned the route to the owners. Several parties were interested, but no one has come forward to operate the service. Presently there is no service being provided over the alignment and the owners are willing to donate the authority to anyone qualified to operate the service.

BRUSH EMSLIE ENTERPRISES, INC. (BEE)

SAN GABRIEL: BEE has filed an application for a certificate to operate between San Gabriel Valley points and Huntington Beach. Specifics listed in the application call for one round trip per day beginning at Rosemead Blvd and Huntington Drive and traveling to Huntington Beach. Passengers would be charged round trip fares only and the service is designed mainly for the youth market.

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WTS NEWS --

Remember to submit your ideas for the twentieth anniversary celebration to either General Manager Bill Vallow at 1009 Kendall Drive, San Gabriel, California, 91775 or Tom Helliwell, Pacific Transit Association, Box 57100, Los Angeles, California, 90057. The intent is to have some type of excursion in the late summer.

We are always sad to report the passing of a fellow WTS member. Lazear Israel, one of the founding members of WTS and a member of may other transit hobbyist organizations passed away during May. Lazear contributed many lines to WT during the twenty years of publication.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: El Paso has lost nearly 3 million in city revenue, largely from reduced sales tax, because of the devaluation of the Mexican Peso. The rate change means that an item purchased in the United States is about five times as expensive as it was about one year ago. SCAT lost both ridership and revenue, ab ut $100,000, from that change. This led to a public hearing to consider discontinuation of four lines and schedule reductions on nav others. The four were 3-YSLETA EXPRESS and 3A-RIGGS VIA ALABAMA/BEAUMONT which were both discontinued and 53-VISTA DEL SOL and 5A-PEBBLE HILLS. Following the public hearing and the t stimony the 53 and 5A were combined into a new 53-VISTA DEL SOL-PEBBLE HILLS which operates three round trips departing the San Jacinto Plaza via I-10 at 5:45AM, 12:10PM and 5:45PM weekdays for an hour and 45 minute round trip. Saturday trips are 10:00AM, 2:00PM and 5:45PM. 3 and 3A were dropped April 3 and the new 53 started April 11. Line 10-UTEP SHUTTLE received reduced frequencies and the 30¢ shuttle fare was increased to the regular 50¢ fare. In the Central District NEW 34-MEDICAL CENTER (old 14-EPCL) and 36-HIGHLAND VIA COTTON (old 6A-EPCL) were returned to their pre May 1982 routings. 34 runs weekdays and Saturdays at 40 minute headway. 36 runs half hourly Monday thru Saturday and hourly on Sunday with only afternoon service provided. Monthly passes became a reality on June 1st as two passes were established, a $20 pass good on local service and a $40 pass good on both local and express buses.

PROPOSED BUS SERVICE DISCONTINUANCES IN OREGON

SALEM: PACIFIC TRAILWAYS has proposed abandon ent of its route from Madras through Prineville to Redmond over Highways 126 and 26. PT has been working with the BURNS-JOHN DAY BUS SERVICE, a small firm, to establish a new route from John Day to Prineville and HAMMAN STAGE LINES will continue to serve the Prineville to Redmond link. The only area which would actually lose bus service is between Madras and Prineville.

TRANSIT ELECTIONS IN OREGON

SALEM: Three transit elections were held on March 20th. Voters supported continuation of transit service in Salem and Yamhill County. Voters in the Coos Bay-North Bend area defeated the BAY AREA TRANSPORTATION DISTRICT's proposal for a three year property tax levy (30¢ per $1,000) which funds would have been used to begin local transit in mid 1984. The SALEM AREA MASS TRANSIT DISTRICT levy will maintain current service, add one new route, replace older buses and purchase shelters and bus stop signs. In Yamhill County the one year levy will pay the operating costs of the system and pay the administrator's salary.

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EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Colorado Springs Transit	1669-1672	Gillig	L096TA6V92/80570-573	
Tucson Transit System	8101-8119	GMC	T8020L/812LLL-2L62	
Metro Transit Auth (Houston)	2039-2138	GMC	T8020L/821330-1L38	
The Bus That Goes In Circles	101	GMC	T8020L/821L39	
Santa Rosa Transit	(831-839	Gr/Flx	3509G-6T/9L690-98	Metros
	(102	Chance	RT50/82-70150	
Town Tour Fun Bus	0260	Neoplan	N117/820656	Spaceliner model
Seattle Metro Transit	2001-2202	MAN	SG310-18-2L/782-001-0052	Artics
			78L-001-0150	
County Transit (San Jose)	2200-2214	MAN	SG310-18-2A/L/DC890L17	both increase
			DC030L31	by one #
Greyhound Lines-West	(2892-2899	TMC	MC9/T11/11-3507-3604	
	(8900-8903	TMC	MC9/T11/11-3605-3608	
	(8904-8909	TMC	MC9/T11/11-3613-3618	
	(8910-8915	TMC	MC9/T11/11-3629-3634	
	(8916	TMC	MC9/T11/11-3643	
	(8917-8921	TMC	MC9/T11/11-3645-3649	
Kerrville Bus Company	(V701-V702	TMC	MC9/T11/11-3619-3620	
	(V703-V704	TMC	MC9/T11/11-3671-3672	
	(V705-V706	TMC	MC9/T11/11-3731-3732	
Marin Airporter	14	TMC	MC9/T11/11-3712	
Gray Line of Los Angeles	4710-4711*	TMC	MC9/T11/11-3735-3736	*-unit assumed to be 4711
USED				
Trans Voyager	539-543	Eagle	AE10/30518-20,501-02	Harran Twys
Vista Limousine Service	4701-4702	MCI	MC9/36883-884	BLS Limousine
Seville	316	GMC	PD4106/1624	ESL 316
California Yosemite Tours	20	GMC	PD4106/2193	Coastlines 20
Sonoma County Area Trnst	(101,111,116	GMC	SDH4501/022,032,037	AC Transit -
	(120,123-124	GMC	041,044-045	same nos.
	(126,139,148	GMC	047,060,069	
Santa Rosa Transit	804-809	GMC	TDH4512/1047,52,55-58	Seattle-same #
Yuma Bus Company	517,531	GMC	TDH4801/385,507	SDTC-same #
ARC	(3802,3806	GMC	TDH5303/2423,1641	LPT 5127,
	(			Dreamliner 5102
Sierra Pacific	603	GMC	P8M4905A/940	Abbey 203
Tucson Transit System	(6301-6306	GMC	TDH5304/109,203,221	WMATA
	(		231,261,185	
	(6701	GMC	TDH5303/5088	Zephyr 34
	(6801	GMC	T6H5305A/087	Richfield Bus
	(6901	GMC	T6H5305A/444	Medicine Lk Bus Co
	(7101-7102	GMC	T6H5306A/386-387	LI Tptn Eqpt
	(7401-7403	GMC	T8H5307A/2203-2205	Richfield 82-84
	(7404	GMC	T8H5308A/223	CCDT 1485
	(7405-7406	GMC	T8H5308A/224-225	
	(7564	GMC	T8H5308A/226	
	(7601-7602	GMC	T8H5308A/336-337	orig Ave B 632-633
	(			

WTS Meetings are held the second Sunday of each month at 730 PM at 272 Alpine Street in Pasadena. Your attendance and participation in all WTS activities is solicited.