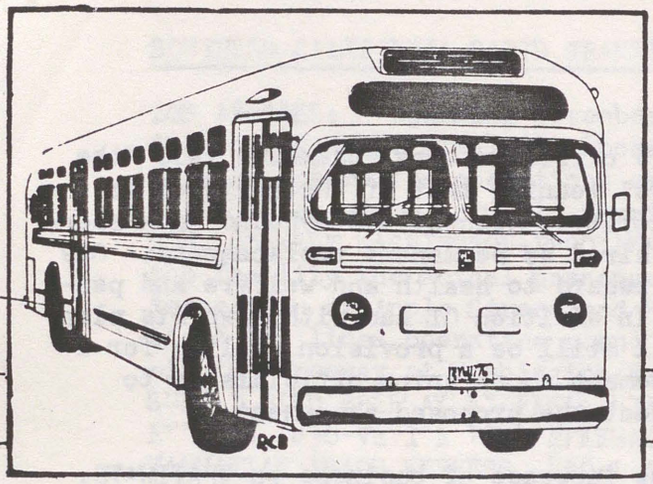


Western Transit

Monthly Publication of The Western Transit Society

VOL. 21 NO. 12 DECEMBER 1983

GREYHOUND LINES, INC. (GL)

PHOENIX: GL resumed partial service in 27 states - primarily in California, the Northeast, the Gulf Coast and Great Lakes region and a route between Chicago and New Orleans on Thursday November 17th using a work force including 1600 of its 12700 striking employees, 1300 newly hired employees and 1700 salaried employees. In the past GL had not tried to operate during strikes, most of which had been of limited duration including the last one in 1974. However, this time "the bus line must resume operations this year or the company will go into bankruptcy" stated John Teets, Chairman of the Board of Greyhound. GL is demanding a 17% cut in wages and fringes from employees while Amalgamated Transit Union officials contend that the reductions are a 25% slash. Independent financial analysts from national brokerage firms have indicated that the reductions that GL is seeking should save about $100 million a year or one fourth of the firm's labor costs. They also feel that GL would be willing to accept a strike for as long as six months while keeping open the most profitable routes, primarily in the Boston-New York-Washington corridor, large areas of the South and Southwest and in California which state accounts for about 20% of the firm's total business. If GL is not able to accomplish meaningful reductions in the bus line's operating costs the parent corporation, The Greyhound Corporation, would consider selling off all or portions of the bus firm. In California area initial service included four round trips between Los Angeles and Las Vegas; three between Los Angeles and Fresno; five between Los Angeles and San Francisco including two via Interstate 5, two along I-5 and via San Jose and one along the Coast route; six non stops between Los Angeles and San Diego and extending to San Ysidro and Tijuana and one multi stop trip along I-5. Between the resumption of service and December 15th all Greyhound fares are one half price except during the Thanksgiving holiday period in nine eastern states and Canada. Unarmed guards will ride the buses to make passengers feel safer. On the first day of service strikers clashed with police in many cities and there were 130 arrests and 6 injuries with the most violent outbursts in San Francisco and Boston. As operations continued there was still trouble but it diminished each day. Company and union officials were meeting individually with federal mediators and it was announced that employees would be voting on a revised contract that still called for cuts in wages and benefits. A union analysis of the contract indicated there would be a freeze on cost-of-living adjustments for two years and a maximum 35¢/hour ceiling in the third year, reduction in medical benefits, lose of three holidays, increase the number of part time employees, reduce mileage rates for drivers of charter buses and for deadheading and call for employees to pay a progressively increasing amount into their pension plan, currently funded 100% by GL. The vote was held November 28th and the pact was rejected by a 96% margin. Following the vote John Teets stated that GL had no choice but to hire new employees and resume full operations as possible and planned to double current service levels by mid December. The firm has stated that it must have wage and benefits parity with its bus and regional airline competitors to be able to compete in the market. On December 4th Chief Federal Mediator Kay McMurray announced a tentive settlement and that a mail ballot of union members was to be conducted and results known by December 20th during which time the strike would continue in effect. ATU officials indicated

GREYHOUND LINES Continued

that they would recommend acceptance of the contract. ATU official Harry Posemblum said "the seniority rosters as we knew them on October 31 are secure" meaning that if the contract is approved employees would be recalled on the basis of seniority. Meanwhile Greyhound spokesperson Kathy Davidson said that the 1300 new employees were hired as permanent replacements. One union official said that GL had softened its position in regard to health and welfare and pension and ATU had accepted a freeze on COLA adjustments. In addition GL had withdrawn its plan to increase the number of part time employees. There will still be a provision calling for a 7.8% pay reduction and this is the major point of disagreement among union officials as to whether or not the union rank and file will accept or reject the proposed agreement.

Another side of the strike against Greyhound has been the increase of business on TRAILWAYS, INC. subsidiairies and new operations or changes in operations of other carriers. In California TWI, in addition to bringing in buses from other points, has been using MC7s from GRAY LINE OF LOS ANGELES and SOUTHWEST COACHES, INC. and Eagles from LOUNGE CAR TOURS. A local group in Humboldt County (Eureka, Arcata and vicinity) has started to charter buses to operate to San Francisco on certain days on a reservation only basis as a substitute. REDWOOD EMPIRE LINES, which operates between Eureka and Redding along California Highway 299, reported only a slight increase in passenger volume although it is the only scheduled service into Humboldt County to and from the outside world.

In Oregon RAZ TRANSPORTATION COMPANY of Portland has started a daily scheduled service between Portland and Coos Bay via Lincoln City and Newport. From available newspaper sources it is not known if this is permanent or for the duration of the GL strike. GL had operated three daily round trips in this area including one Portland-Eureka-San Francisco schedule. However, the November 1983 Russell's Guide indicates GL has dropped service over the following routes in Oregon: Newport-Albany (had one daily round trip Portland-Albany-Newport), Tillamook-Seaside (had one daily round trip Portland-Tillamook-Seaside and still runs between Portland and Tillamook), Myrtle Point-Roseburg. The former Coos Bay-Roseburg route has now been cut back to a Coos Bay-Myrtle Point stub branch.

TRAILWAYS, INC. (TWI)

LOS ANGELES: The Public Utilities Commission authorized TRAILWAYS WESTERN LINES and AMERICAN BUSLINES, INC. to effect a 15 per cent increase in passenger fares on November 27th which will mean $317,669 in annual revenue. The new rate schedule will increase the minimum one way fare from 85 cents to $1. Round trip fares will remain at 190 per cent of the one way fare. The new rates will put TWI on substantial parity with GREYHOUND LINES rates within the state of California.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Two changes were made on Line 67-BERNAL HEIGHTS on November 1st to improve operation of this Mission District community service line. An additional bus was implemented on weekdays between 600AM and 700PM to improve schedule reliability and buses going south on Mission and then east toward the Farmers Market will operate on Crescent Street instead of on Richland between Mission and Andover. This will allow riders transferring from Mission Street lines to use either the 67 or the 10-MONTEREY. The rerouting is being made on a trial basis. Deliveries of the 180 fourty passenger, lift equipped Flyer Industries diesel buses should begin shortly and be concluded during the spring. 100 MAN articulate buses will also be joining the roster during 1984.

1984 RENEWALS FOR BOTH MEMBERSHIPS AND SUBSCRIPTIONS ARE NOW BEING ACCEPTED - RATES WILL CONTINUE TO BE $9 FOR MEMBERSHIPS AND $8 FOR SUBSCRIPTIONS - SEND IN YOUR MONEY TODAY

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning November 6th the new West Los Angeles Transit Center (known internally as Terminal 26) located under the Santa Monica Freeway at Washington and Fairfax opened for operations as a terminal and a passenger connection interchange. While buses which actually terminate at this location (37-WEST ADAMS, 38-WEST JEFFERSON, 68-WEST WASHINGTON-BROOKLYN and 217-FAIRFAX AVE-HOLLYWOODLAND) operate inside the facility the actual passenger activity takes place on the four corners of the intersection of Apple Street and Fairfax Avenue on the north side of the terminal. Eight bus lines operating along the Santa Monica Freeway have been rerouted to come off the freeway at Washington/Fairfax ramp to serve the facility. These are 430-SUNSET BLVD FREEWAY EXPRESS, 431-WESTWOOD FREEWAY EXPRESS, 434-L.A.-MALIBU FREEWAY EXPRESS, 436-VENICE BLVD FREEWAY EXPRESS, 437-MARINA DEL REY EXPRESS, 438-CULVER BLVD-MANHATTAN BEACH EXPRESS, 439-L.A.-LAX-REDONDO BEACH EXPRESS and 576-SOUTH LOS ANGELES-PACIFIC PALISADES EXPRESS. Line 105-VERNON AVE-LA CIENEGA BLVD was rerouted to serve the center by operating along the regular route, in both directions, to Washington and La Cienega Blvds., then via Washington, Fairfax, Apple and Washington to La Cienega, then regular route. CULVER CITY MUNICIPAL BUS LINES Line 1-WASHINGTON BOULEVARD was also extended into the new terminal from its former terminal point of Washington and Adams.

Two alignment changes were made on November 13th. Line 420-L.A.-VAN NUYS-NORTHRIDGE EXPRESS VIA HOLLYWOOD trips scheduled to and from Van Nuys & Roscoe were extended north and west in Panorama City to operate along Van Nuys, Chase, Tobias, Parthenia and Van Nuys to Chase. In addition, Owl service was instituted on that section of the line between Venice & Hill and Van Nuys & Sherman Way. Line 456-LONG BEACH FREEWAY EXPRESS was discontinued between the Long Beach Transit Mall on First Street and Queensway Landing and now terminates at 6th and Long Beach Blvd.

Line 630-LAWRY'S CALIFORNIA CENTER was discontinued with the close of service on November 23rd. Funded by Lawry's this line began May 23rd and operated weekdays midday providing service to the restaurant and shopping complex in North Los Angeles. Approximately 7000 riders used the service during the six month operation.

YELLOW BUS COMPANY (YBC)

SAN CLEMENTE: YBC is a new name for the former SAN CLEMENTE-CAMP PENDLETON TRANSIT which provides service between downtown San Clemente and the northernmost camps within Camp Pendleton. Beginning last September 1st YBC and NORTH COUNTY TRANSIT DISTRICT entered into an agreement whereby passengers on buses of one firm may transfer to the other by paying the appropriate cash fare plus a transfer charge of ten cents for senior citizens and 25 cents for all other riders.

EMERALD TRANSPORTATION SYSTEM (ETS)

CULVER CITY: ETS, which began operations last May (WT 6/83), is attempting to reorganize and reopen under Chapter 11 of the federal bankruptcy code. Over $10 million was spent for vehicles, facilities and a computerized dispatch system prior to start up which included service between Los Angeles and Santa Barbara and Los Angeles and San Diego at one way fares of $55. ETS was designed as a ground alternative to air travel and also offered small package delivery. Problems with a planned Palm Springs route which ETS officials blamed on PUC regulations (one protest caused delays and hearings. Prior to closing ETS had trimmed its service and offered discounted fares and the firm felt that within two months they would have been in the black. They are now seeking additional investors to get the custon built cruisers (nine passenger Chevrolet Suburbans cut in half and stretched 100 inches with additional doors) back on the road again.

PINETREE SERVICE CORPORATION (PSC)

WESTMINSTER: PSC, related to PINETREE TRANSPORTATION, CALIFORNIA CHARTER BUSES and TOURCOACH, began operating airport service between Palm Springs, Ontario Airport and Los Angeles International Airport on October 19th under the name AIRPORTCOACH. Two daily round trips are operated on a schedule as shown below:

445AM	815AM	Lv	Palm Springs	Ar	100PM	945PM
640AM	1010AM		Ontario Airport		215PM	800PM
800AM	1130AM	Ar	L A Intl Airport	Lv	1230PM	630PM

The adult one way fare from Ontario to either LAX or Palm Springs will be $12 with $20 as the one way fare between Palm Springs and LAX. PSC has been scouting the San Bernardino area for a possible stop along Hospitality Lane near the San Bernardino Hilton and other hotels and motels located there, but no decision has been reached. PSC has filed an application with the PUC to extend the service to Palm Desert.

VAN NUYS AIRPORT FLYAWAY BUS SERVICE

LOS ANGELES: The Los Angeles City Airport Commission awarded a one year contract, beginning February 1, 1984, to GRAY LINE TOURS COMPANY (GLOLA) tp provide FlyAway bus service between Van Nuys and the Los Angeles International Airport. The contract also provides two one year renewal options at the discretion of the Board. Six firms including GLOLA, PINETREE SERVICE CORPORATION and HUDSON AVIATION SERVICES, INC. CALIFORNIA (HUDSON GENERAL COACH LINES) bid on the contract at hourly rates ranging from $31.87 to $39.80. GLOLA bid $35.75/hour. The contract bidding procedures included not only cost per hour but quality of service and GLOLA is the present provider and the Airport Commission staff recommended retaining GLOLA based upon past performance.

CITY OF SANTA FE SPRINGS FREE TRAM (COSFS)

SANTA FE SPRINGS: On June 20th the route of the Free Tram was altered in two areas of the city. Between Whittier Downs Mall and Sorensen & Slauson the line was rerouted along Washington Blvd and Sorensen. On the east side the line no longer goes into the Sears Shopping Center but instead continues to serve Sears from Telegraph and is routed via Telegraph, Carmenita and Laurel to Telegraph serving the new Santa Fe Springs Plaza. MONTEBELLO MUNICIPAL BUS LINES operates the service under contract and the usual bus assigned is 9367)T6H4523A1023.

GUITON CHARTER LINES (Andre Guiton dba) (GCL)

OAKLAND: Andre R. Guiton, 63, founder of GCL passed away in an Oakland hospital on September 28th. A native of Mansfield, La. Guiton moved to Oakland with his family prior to World War II. He started GCL in 1960 driving a single bus himself in charter service. Today GCL has a fleet of twenty buses and recently took over former GREYHOUND LINES-WEST commuter services between Vallejo, Contra Costa County points and downtown San Francisco.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT Board recently awarded a contract for 134 new buses to The Gillig Corporation of Hayward. The awarding of this contract had been challenged earlier this year and after discussion involving ACT, Gillig, Flyer Industries and UMTA it was determined the Flyer bid had expired thereby making the Gillig bid the lowest. Buses will start arriving beginning about March 1984.

FUNBUS SYSTEMS, INC. (FSI)

ANAHEIM: Originally known as Town Tour Fun Bus, FSI began operations in 1968 with two Minibuses and a circle tour around Disneyland, the various hotels and motels in the area and the other attractions. Over the fifteen intervening years the firm has expanded and now operates two circulators serving hotels/motels and Disneyland, a line from Disneyland to Anaheim Stadium on Angel home game days, a line between Knotts and Disneyland, several sightseeing tours beginning in Anaheim, Anaheim-San Diego-Tijuana service and service to/from Las Vegas beginning in Anaheim/Buena Park and in Los Angeles/North Hollywood. Shown below is the current FSI roster.

BUS NO.	BUILDER	MODEL	SERIAL	YEAR	NOTES
704	GMC	TDH4517	1364	1961	Long Beach 4514
705	GMC	TDH4517	388	1960	Long Beach 4503
706	GMC	TDH4517	1365	1961	Long Beach 4515
707	GMC	TDH4519	241	1963	Long Beach 4528
709	GMC	TDH4519	883	1965	Long Beach 4545
714	GMC	TDH5301	3117	1962	SMMBL 5315
717	GMC	TDH5301	3114	1962	V-PPC 10 (orig SM 5312)
718	GMC	TDH5301	3116	1962	V-PPC 9 (orig SM 5316)
719	GMC	TDH5301	183	1960	CCBS 5512(orig SM 5306)
720	GMC	TDH5301,	2461	1961	Indianapolis 1217
721	GMC	TDH5303	4239	1966	OCTD 1037
722	GMC	TDH5303	4231	1966	OCTD 1029
723	GMC	TDH5303	4247	1966	OCTD 1045
724	GMC	TDH5303	4253	1966	OCTD 1051
808	GMC	SDH5302	094	1967	Tradewinds 11
5301	GMC	S8M5303A	153	1969	GLOLA 5301
5302	GMC	S8M5303A	154	1969	GLOLA 5302
5303	GMC	S8M5303A	155	1969	GLOLA 5303
7901	MCI	MC 9	S14171 U34302	1979	
7902	MCI	MC 9	S14172 U34303	1979	
7904	MCI	MC 9	S14530 U34676	1979	
8001	MCI	MC 9	S15182 U35109	1980	
8002	MCI	MC 9	S15183 U35110	1980	
8100	MCI	MC 9	S15881 U35764	1981	
8110	MCI	MC 9	S15882 U35765	1981	
8175	Neoplan	Skyliner	817483	1981	
8180	Neoplan	Skyliner	817484	1981	
8260	Neoplan	Spaceliner		1982	
8342	MCI	MC 9		1983	

V-PPC - Vancouver-Portland Bus Company
CCBS - Community Charter Bus System

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent decisions of or applications filed at the PUC:

A Class "B" Charter Party Certificate has been issued to G. Sanchez dba GALAXIA TOURS SERVICES, San Francisco.

J. P. Gimenez dba CAMINO REAL EXPRESS was granted, with certain restrictions, a PSC to operate between points in Orange County and Los Angeles International Airport.

FUNBUS SYSTEMS, INC. has been authorized to increase fares and to revise tariffs.

L. C. Vavra issued a home to work PSC between Manteca and the United Airlines Maintenance Base at San Francisco International Airport.

R. D. Robles et al (EXECUTIVE COACH LIMO SERVICE) has filed for a Class B TCP, Rowland Heights.

R. Schock (RICHARD'S CHARTER) has filed for a Class B TCP, San Bernardino.

J. Mitchell (MARINA SHUTTLE) has filed for a passenger bus service certificate between Los Angeles Airport and Marina Del Rey.

Mar Vic Maze Devin dba MRS VALLEY TRANSPORTATION has applied for a home to work PSC between Sherman Oaks and Hawthorne.

COMMUTER BUS LINES, INC. has filed for revocation of certificates to operate between Yolo County and Sacramento. (Ed. Note - it is not known but presumed that this is related to the operation of the YOLO TRANSIT SYSTEM which CBL has operated under contract to Yolo County since January 1982. Perhaps another operator has been awarded operating rights with renewal of the operating contract. CBL has been operating with a fleet of former SCRTD and GLOLA Flxible Suburbans, former PI STATE TRANSIT SYSTEM Flxible transits and some three axle Crown suburbans. Recently some former OCTD TDH 5303s joined the fleet).

Kern County Transportation Services dba GOLDEN EMPIRE CHARTERS has filed for a Class B TCP at Bakersfield.

C. W. Estelle et al (C & G LIMO) has applied for a Class B TCP at Los Angeles.

J. T. Miller (JET STREAM LIMO) has filed for a Class B TCP at Van Nuys.

M. F. Maher (MRS-MAHER EXCEPTION SERVICES - THE BIG ORANGE) has applied for a passenger bus service certificate between points in Orange County and LAX.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: NTS is now operating the service between the La Mirada Drive In Theatre and its remote parking lot on Valley View Avenue between Alondra and Rosecrans for the Saturday and Sunday all day Swap Meets at the theatre. Usually two of the 33 passenger 330-339 series Gillig/Neoplan buses are utilized. In the latest NTS system map and timetable connections with the LA MIRADA DIAL-A-RIDE at Rosecrans and Shoemaker with Line 3-SHOEMAKER AVENUE are no longer shown.

RENEW YOUR MEMBERSHIP OR SUBSCRIPTION FOR 1984

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Three new "Bus Pool" routes were inaugurated on September 6th. Although Bus Pools are directed at providing service for specific companies anyone may ride the lines and the regular 50 cent ($20 monthly pass) fare is charged. 57-VISTA HILLS-MONTWOOD-DOWNTOWN BANKS begins in the Vista Hills area and Montwood Shopping Center via Album, Cosmos, Edgemere Blvd to Bassett Center, then to downtown express via Interstate 10 dropping passengers at the three downtown banks - State National, El Paso National and First Financial. Operationally connected to 57 is 67-DOWNTOWN-EAST EL PASO INDUSTRIAL AREA begins downtown via Paisano, Santa Fe, Border Highway, Mesa, 7th, Cotton, Texas, Alameda, El Paso, Paisano, Alameda, Midway, Knight, Riverside and Yarborough to GTE Lenkurt on Vista Del Sol and Levi Strauss at Lomaland and Pellicano in the industrial area. Reverse direction service is operated in the afternoon. The third line, 25-BUTTERFIELD TRAIL INDUSTRIAL AREA, serves a new industrial area on the west side of the El Paso International Airport. This line also begins downtown via Mills, Pregon, Paisano, through Washington Park via Evergreen and Washington, Dunne, Alameda, El Paso, Paisano (east), Montana (serving Bassett Center), Airport Road to Butterfield and into the Converters Plant. Effective last July 10th the 34-MEDICAL CENTER was rerouted at its outer end to include service to Murchison Street. The loop is Prown to Murchison to Curie, thence Medical Center Drive to the Medical Center, thence the traditional counterclockwise loop in the Medical Center and return via Cliff to Prown. On October 7th and 8th the Downtown Street Shopping Festival was held and there was extended bus schedules on eighteen different lines for shoppers convenience. The extra trips left the downtown San Jacinto Plaza at 900PM, 930PM and 1000PM. The Popular Dry Goods Company, the largest downtown department store, sponsored free rides on an authentic reproduction of a streetcar which ran on a one way loop downtown starting at the Plaza via Mills, Santa Fe, Paisano, Stanton, Sixth, El Paso, Paisano, Stanton and Mills to the Plaza. The vehicle was manufactured by Chance Coach Incorporated and was built for VIA METROPOLITAN TRANSIT of San Antonio, their #78, and is a reproduction of a turn-of-the century streetcar, mounted on a modern, heavy duty bus chassis and is powered by a diesel engine.

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

AS THE GM SEES IT BY WILLIAM VALLOW

Beginning in January 1984 the monthly membership meetings will be suspended for the time being, primarily due to low attendance and often the lack of a quorum for any business. I will continue as the General Manager and handle appropriate correspondence. While the regular meetings are suspended there is no reason why members cannot get together for entertainment if they desire.

In the near future a questionnaire will be sent to all members covering such topics as how long have you been a member, do you attend monthly meetings (if not, why not), how did you find out about the organization and what do you think WTS needs to be able to grow.

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

WT STAFF

Editor	Edmund Puckley
Senior Staff	John McKane
	Warren F. Cuon
Reporters	Bob Burrowes
	Henry Leinbach
	Marvin Martin
	Steve Hoskins

WTS OFFICERS

General Manager	Bill Vallow
Treasurer	Todd Terpening
Editorial Address	1506 W. Nottingham Lane
	Anaheim, CA 92802

8 * * DECEMBER 1983 WESTERN TRANSIT

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Roberts Holiday Lines	(235-239	Prevost	2P9L/R1001987,1988,1006,	
	(		1009,1053	
	(244-245	Prevost	2P9L/R1001997,1477	
	(250-252	Prevost	2P9L/R1001568-1570	
	(621-623	MCI	MC9/S1487?-1?881	
	(629-632	TMC	MC9/RR002787-2702	
	(633-636	MCI	MC9/RR036362-36365	
	(640-642	TMC	MC9/RR003767,3895,3903	
	(802-807	Eagle	A 10/30?3?-35,3054?-?5,	
	(		3053?-35	
Arizona Southern Coach Lines	506-509	Prevost	2P9L/R1001858,C1001176,	
			C1001166,R1001881	
Consol Transp Services Agency	(61-67	Ford	1FTHS357/8CHR08197,	orig delv
	(		5CHR08206,07,	to OCTD as
	(		0CHR11318,	0377-0383
	(		0CHR19114,	
	(		6CHR19120,0CHR19125	
USED				
Roberts Holiday Lines	(301-310	GMC	T6H5305A/081,83,84,86,91	GGT #
	(		092,94,95,97,98	
	(401-413	GMC	P8M4905A/328-330,363,373-	APSC $
	(		375,534-538,852	
	(414	GMC	P8M4905A/022	OTC 0-488
	(415	GMC	P8M4905A/141	Brooks 141
	(416-417	GMC	PD4107/1101-02	Evgrn Twys 101-2
	(418	GMC	PD4905/080	Long Beach 4901
	(419-420	GMC	P8M4905A/001,175	All West 551,
	(			557
	(808-809	Eagle	07SE/2006,2033	DCSP 1850?,
	(			1856
	(926-930	MCI	MC9/S1?213-15,	APSC 926-930
	(		14456,14678	
Arizona Southern Coach Lines	601-620	MCI	MC8/S11731-50	Pobts 601-620
Mexicoach	21	GMC	TDH5301/1580	SDTC 232
Christian Carriers	2723,3656	GMC	PD4107/1264,879	Poesch 423,422
DISPOSITIONS				
Torrance Transit System	349	GMC	TDH3301/120	to pvt pty
SFO Airporter, Inc.	(331-332	GMC	P8M4905A/1463-64	to NJ Transit
	(			Bus Operations
	(			6873-6874
Santa Monica Municipal Bus	(534	GMC	TDH5303/2286	to Janesville
Lines	(			Wisc Transit
	(			System 421

- GOLDEN GATE TRANSIT 601,603,604,606,611,612,614,615,617,618

$ - AMERICAN PACIFIC STAGE COMPANY 901,902,903,906,908-916