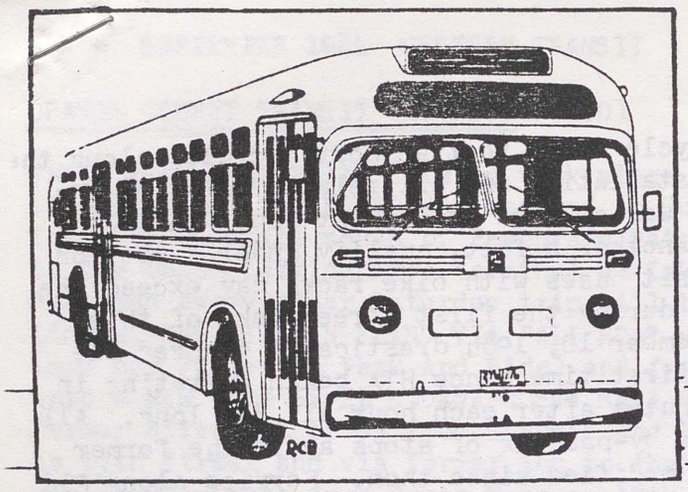


Western Transit

Monthly Publication of The Western Transit Society

VOL. 22 NO. 9 SEPTEMBER 1984

WEST HOLLYWOOD SHUTTLE SERVICE (WHSS)

WEST HOLLYWOOD: Another County of Los Angeles sponsored transit service, the WEST HOLLYWOOD SHUTTLE, began operating on July 30th providing a weekday only one way loop service every thirty minutes between 900AM and 600PM using one vehicle -- a 25 seat Econoline XL Diesel/Escort bodied unit. The bus has a high roof line, brown forward facing upholstered seats, carpeted floors, is air conditioned, has reading lights and is two way radio equipped. The vehicle displays a "SHUTTLE" headsign and fare collection is by means of an electrically operated registering Johnson Type D farebox. The current Los Angeles County fare structure of 50¢ for regular fares and 20¢ for students/seniors/handicapped applies. The vehicle is painted white with green and yellow stripping. On the sides it reads "County of Los Angeles Shuttle Bus-Edmund D. Edelman, Supervisor-Third District". HUDSON GENERAL COACH LINES is the operator under contract. White, green and yellow triangular shaped bus stop signs have been posted at all established stops. Printed matter indicates this service is on a trial basis but WT is unaware of the length of the trial period. The line begins at Beverly and San Vicente and travels via Beverly, Robertson, Melrose San Vicente, Sunset, Sweetzer, Fountain, La Brea, Santa Monica and San Vicente to Beverly.

SOUTH COAST PLAZA SHUTTLE (SCPS)

COSTA MESA: Sponsored by the South Coast Plaza shopping center a two route service from area hotels to both South Coast Village and South Coast Plaza began operations on July 11th. Each route operates an approximate two hour headway between 900AM and 900PM on weekdays, 900AM and 600PM on Saturday and between 1100AM and 600PM on Sunday. There is also once a day service to and from Laguna Hills Leisure World. Round trip tickets cost $2.00 except from South Coast Plaza hotel which is $1.00 because of its proximity to the shopping center although many merchants have agreed to validate shuttle service for customers who spend $20 or more at their stores. The ANAHEIM/DISNEYLAND/CONVENTION CENTER route serves Disneyland Hotel, Emerald of Anaheim, Hilton at the Park, Hilton Towers and Anaheim Marriott. The NEWPORT BEACH/IRVINE/LEISURE WORLD line serves Newporter Inn, Sheraton Newport, Registry, Airporter Inn, Irvine Marriott and Westin South Coast Plaza. The service is operated by PACIFIC COAST SIGHTSEEING TOURS of Anaheim using two 19 forward facing seat Econline/Escort oversize vans which feature leatherette seats, beige interiors, air conditioning, reading lights and a high roof line. The vehicles are white with a wide dark green belt rail with the words "SOUTH COAST PLAZA" in light green on the belt. Shuttle operators have been outfitted in a rather unique uniform - white shirts, black tuxedo like pants and black bow ties. SCPS customers are also given free shopping bags. The service, which is to be permanent, was designed to capitalize on the strong interest that tourists have shown in shopping at South Coast Plaza and to build up business at the much smaller South Coast Village which has primarily small specialty shops. PCST operates several sightseeing tours in and around Orange County using dark blue Dodge vans and has PUC certificates for the South Coast Plaza routes.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA has equipped all its Gillig buses with bicycle racks to transport bicycles along the route between Scotia and Trinidad. The racks, their installation and all related material including bus stop signs, pamphlets and employee training was covered by a grant from CALTRANS' Bicycle Lane account. The 40 foot buses, now extended another 8 feet, qualify under a section of the California Vehicle Code that specifies that transit buses with bike racks may exceed the 40 foot limit. Over 200 bicycles have been transported during the first three weeks of this service. Time Table Number 9 which took effect on September 10, 1984 drastically changed the operating format between Scotia and Trinidad. For the first time since HTA began operating in 1976 the service will be operated hourly at the same minutes after each hour all day long. All schedules will stop at all bus stops as there will be no by-passing of stops as in the former schedule which was written by CALTRANS in 1978 and only modified since then. Service along Old-Arcata Road between Eureka and Arcata and the service to Manila will be operated by ARCATA & MAD RIVER TRANSIT SYSTEM under an agreement with HTA with all HTA schedules operating along the highway between Eureka and Arcata. In addition to Eureka other known cities in California using bicycle racks include Chico, San Diego, Santa Barbara and Santa Cruz.

PLEASANTON-DUBLIN TRANSIT SYSTEM (PDTS)

PLEASANTON: The PDTS has been formed as a Joint Powers Agency with the named cities as members with Alameda County and perhaps Livermore also as members. Service is planned to start up by December 1st using leased thirty five foot diesel buses equipped with wheelchair lifts. Service is being designed to provide local service within the two cities and a transfer connection with BART's Livermore-Hayward and Dublin-Walnut Creek Express buses and a transfer connection is also planned with the City of Livermore's RIDEO system. It is not presently known if there will be connections with CENTRAL CONTRA COSTA TRANSIT AUTHORITY (to the north) or whether the service will be operated by a contractor or some other means.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: September 4th was the date for a number of routing and frequency changes, aimed at both improving service to heavily utilized areas and trimming where required because of a $5 million budget shortfall. NEW is Line DB-BART/UNION CITY-STANFORD INDUSTRIAL PARK which is providing weekday peak hour service for commuters between southern Alameda County and the high tech work areas in northern Santa Clara County. The service operates over the Dumbarton Bridge and will also serve the Palo Alto Transit Center (formerly CALTRAIN Depot) for connections with SAMTRANS and COUNTY TRANSIT buses. Service will operate between 6AM and 9AM and again between 3PM and 6PM charging the regular single zone transbay fare ($1.25 adults and 60¢ youth, seniors, handicapped. This special demonstration project is being funded by the Metropolitan Transportation Commission. Until about one year ago PEERLESS STAGES, INC. operated two daily round trips between Hayward and Palo Alto as a branch of its OAKLAND-SAN JOSE-SANTA CRUZ service using PD 107s and other highway coaches. Four Transbay lines will have all non-commute hour service discontinued: B-SAN FRANCISCO-GRAND AVE., E-SAN FRANCISCO-CLAREMONT AVE., L-SAN FRANCISCO-RICHMOND and P-SAN FRANCISCO HAYWARD. P, however, will operate as a local between Grand Avenue and BART/19TH ST while F will likewise be a local between Claremont and BART/MACARTHUR. C-SAN FRANCISCO-PIEDMONT will now operate limited off peak service seven days a week. Express Lines 32 and 36 have been combined into a NEW 36 between BART/HAYWARD, the Washington Manor area and downtown Oakland. Line 42-PIEDMONT-OAKLAND has been rerouted to BART/LAKE MERRITT instead of Alameda and T-TREASURE ISLAND-OAKLAND was extended to the Alameda Naval Air Station. Line 31-RICHMOND-OAKLAND EXPRESS was discontinued.

PINETREE SERVICE CORPORATION (PSC)

EASTWINSTAR: The Public Utilities Commission has granted PSC's request to extend the airport service it operates under the name of AIRPORTCOACH from Palm Springs to Palm Desert (WT 12/83). Service consists of two daily round trips serving both Ontario and Los Angeles International Airports using two of CALIFORNIA CHARTER BUSES MC-8s lettered AIRPORTCOACH.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The Fall Shake Up took place on September 9th and it brought a number of changes. Line 29-BEACH BOULEVARD was changed in Huntington Beach so that every other weekday peak hour trip now operates south of Beach and Main via South Beach Boulevard and Pacific Coast Highway to the Beach Parking Area terminal at Lake and PCH. Weekday midday service all continues along Main and every other Saturday trip will be shortened to end at Beach and Main (in the winter). Line 44-KNOTTS-DISNEYLAND VIA BALL ROAD was returned to its winter routing (no Orangewood/Haster loop nor Fullerton Park And Ride) and frequency (90 minutely). Former 55 and 146 were combined into a NEW Line 55-EL MODENA-COSTA MESA VIA FAIRHAVEN & FAIRVIEW-GREENVILLE which operates over former alignment of 55 from Chapman and Hewes to La Veta and Parker, then via La Veta and Main to 17th Street and via former 146 to the South Coast Plaza/Town Center area. Weekday peak headway is 20 minute from Costa Mesa to 17th and 40 minute to El Modena while midday headway is 30/60 also breaking at 17th. Weekend service continues to operate between the Santa Ana Transit Terminal and South Coast Plaza. 65-SANTA ANA-IRVINE-BALBOA was rerouted in Newport Beach to operate along PCH and Balboa Blvd in lieu of Newport Blvd between 32nd/Balboa and PCH/Newport serving a segment of West Newport formerly served by the discontinued (in 1981) Line 82. Weekend service to and from the Tustin LTA Station was also discontinued and winter headways restored. On Line 69-CSUF-SANTA ANA VIA GLASSELL all but weekday midday trips were rerouted from Palm Avenue to Chapman Avenue between Tustin and Glassell and on weekdays and Saturday alternate trips now turn back at the Mall Of Orange. Line 76-IRVINE-HUNTINGTON BEACH VIA ADAMS was also altered in Huntington Beach such that all but selected weekday peak hour trips now terminate at 17th and Orange (Senior Center)with the selected trips continuing to and from Main and Yorktown. 93-ALICIA PARKWAY-MISSION VIEJO was suspended for the winter while 161-TRASK-NEWLAND was reinstated for the winter. 133-FULLERTON-ANAHEIM-FASHION SQUARE and 353-SANTA ANA CT SHUTTLE were both discontinued due to low ridership. Earlier in the summer (July 13th) both Lines 529-BEACH BOULEVARD LIMITED and 543-HARBOR BOULEVARD LIMITED were discontinued because of low ridership. Two more lines became accessible - 38-LA PALMA AVENUE using 3000 series RTS IIs and 71-MALL OF ORANGE-IRVINE VIA TUSTIN AVENUE with 4000 series Gilligs.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are the recent decisions of the PUC regarding applications filed and hearings held:

LUXE LIVERY SERVICE, INC./AIRPORT TRANSPORTATION had its certificate modified to remove the time restrictions for providing service.

24 HOUR AIRPORT EXPRESS, INC. has now been authorized to provide service to pick up passengers at Los Angeles International Airport without a previous reservation.

SHORELINES LTD AIRPORT SHUTTLE SERVICE has been granted a certificate to operate between LAX and various points in Riverside County.

PACIFIC BUSING, INC. has been granted a certificate to operate between points in the San Fernando Valley and Los Angeles International Airport.

VACA VALLEY BUS LINES was allowed to remove restrictions from its former certificate between Travis Air Force Base and San Francisco International Airport.

ANTELOPE VALLEY AIRPORT EXPRESS, INC. has been awarded a certificate between Los Angeles International Airport and Lancaster and intermediate points and for the right to issue stock in the new company.

WORKEN'S EAST-WEST LINE, INC. was issued a certificate between San Diego International Airport and various points within San Diego County.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The City of Compton would not honor LBT's request for additional funding to maintain service in the city on Line 5-LONG BEACH BLVD-EAST 4TH-SEAL BEACH and on July 1st Line 5 was shortened to operate only as far north as Artesia and Long Beach Boulevards, about three minutes running time south of the former Alondra Boulevard terminal.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Effective July 1st fares on the SAN DIEGO TROLLEY were changed from the former flat fare system ($1 per ride with a special downtown rate of 25¢) to a zoned fare system with charge starting at 50 cents and increasing in quarter increments to a maximum of $1.50. Elderly and handicapped remained at 40 cents and children under six remained free. The special downtown rate was increased from 25¢ to 50¢. Starting from the downtown Santa Fe Depot a 50 cent trip is as far as the Barrio Logan Station; 75¢ for Harborside; $1.00 to Pacific Fleet, National City-8th Street, National City-24th Street and Chula Vista-H Street; $1.25 to Chula Vista-Palomar Street, Palm City, Iris Avenue and Beyer and $1.50 to San Ysidro. About half of the point to point fares remained at $1.00. Transfers between the Trolley and connecting buses continue to be honored upon payment of equalizing fare where required.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Two recent service changes initiated by RT include the extension of Line 92-ANTELOPE/HILLSDALE-AMERICAN RIVER COLLEGE from Andrea and Elkhonn Boulevards to Brimestone and Lichten via Andrea, Tupelo, Saybrook, Antelope, Zenith and Brimstone to Lichten. Hourly weekday service is operated between approximately 800AM and 500PM. Line 130-K STREET MALL TRAMS has returned using cable car style vehicles traveling along K Street from the Community Center at 13th Street to the Old Sacramento area looping via K St., Front (Embarcadero), J St and 2nd to K Street. Sunday service operates only between 7th Street and Old Sacramento. Monday thru Saturday operating hours are 1100AM to 400PM and Sunday hours are 100PM to 500PM.

TRAILWAYS, INC. (TWI)

LOS ANGELES: TWI made its summer service changes on June 14th which included a new LOS ANGELES-SAN DIEGO-PHOENIX-FLAGSTAFF schedule connecting in Phoenix with a Los Angeles-Phoenix-El Paso-Dallas schedule via San Bernardino/Blythe/Glendale route. On TRAILWAYS WESTERN LINES Division another LOS ANGELES-SACRAMENTO-SEATTLE round trip was added (for a total of two) which also provides another schedule thru the San Joaquin Valley each day. The MODESTO-SACRAMENTO trips remained in operation. The cities of Turlock, Atwater, Selma and Kingsburg are no being served by TWI buses.

TOUR SHUTTLE COLUMBIA (TSC)

LOS ANGELES: TSC is a new sightseeing operator based in Los Angeles offering three different tours using a fleet of fourteen passenger air conditioned Dodge vans, both high roofline models as well as standard size units. The three tours are #5-UNIVERSAL STUDIOS, #7-CITY TOUR/HOLLYWOOD/STARS HOMES/BEVERLY HILLS and #8-COMBINATIONSTUDIOS/CITY TOUR. Adult prices are $26, $18 and $35 respectively with childrens rates at $18, $12 and $22. Any admission charge is included in the price. Reservations are a must and pick ups are made at the passenger's hotel/motel.

GREYHOUND LINES, INC. (GLW)

SAN FRANCISCO: On July 15th GLW inaugurated several schedule reductions including dropping one SANTA CRUZ-LOS GATOS-SAN FRANCISCO round trip, one LOS ANGELES-SAN FRANCISCO COAST LOCAL and one SAN DIEGO-SAN FRANCISCO COAST EXPRESS. One SANTA BARBARA-LOS ANGELES round trip replaced portions of the Coast service. Santa Paula Valley service returned to one daily round trip VENTURA-SANTA PAULA-LOS ANGELES.

TAHOE AREA REGIONAL TRANSIT (TART)

TAHOE CITY: In June 1983 summer service on the main NORTH SHORE-WEST SHORE route was extended from its southern terminus at the Placer County line at Cal 8o and Pine Street in Tahoma into El Dorado County via 8o thru Sugar Pine Point State Park (stopping at the Erhman Mansion within the Park) to Meeks Bay Resort. This two mile extension was repeated during the 1984 summer season. Effective with the 1983-84 winter ski season operation of TART's second route, the seasonal TAHOE CITY-SQUAW VALLEY SKI BUS, (hourly 730-1030AM, 1230PM, 230-430PM) was taken over by the Squaw Valley U.S.A. ski resort using their own school bus type conventionals. Squaw Valley also operates a local ski shuttle within the confines of the Squaw Valley resort complex. In June 1984 TART moved its operations base from the Placer County offices and corporation yard on Burton Creek Drive off North Shore Blvd (Cal 28) in Lake Forest to its own office and yard in Tahoe City on West Lake Blvd (Cal 89) just north of Tonopah Drive. Three 26 foot single door Bluebird CityBirds (#3-5) have replaced a like number of Mercedes Benz O309Ds and have taken over base service from 1980 Argosy/Microbus C-50s #1-2, one of which has been retained as a standby.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: To add further to our information on the CalTrain commute service (WT 7/84) route details are as follows: 80X-GATEWAY EXPRESS is unchanged from pre CalTrain operation and runs a.m. from CalTrain Depot (4th & Townsend) via 4th, King, 2nd, Bryant, Main, Drumm, Sacramento and Front to Clay; p.m. from Front & Clay via Clay, Davis, Beale, Embarcadero and Townsend to 4th. 81X-CALTRAIN EXPRESS replaces MUNI trolley coach 81-CALTRANS EXPRESS which had operated a.m. from 4th & Townsend via Townsend, 3rd and Mission to Beale returning p.m. via Beale, Howard and 4th to Townsend. New 81X runs a clockwise loop a.m. and p.m. from 4th & Townsend via 4th, Berry, 3rd, Kearny, Bush, Market, Beale, Embarcadero and Townsend to 4th. Both routes operate ten morning trips from CalTrain Depot between 710 and 845AM and twelve p.m. trips from the financial district between 400 and 535PM with headways tailored to connect with CalTrain arrivals and departures. Service operates from Woods Division with 80X using a mixture of 3000-3300 series GMC New Looks, AMG 4100s and leased AC TRANSIT buses while 81X uses the leased ACT buses only. The ACT buses have been renumbered into 2300, 2500 and 2700 series by MUNI by adding a 2 prefix to their ACT numbers, headsigns have been installed (white letters on a red field) and the red MUNI logo decal has been added to front and sides below the "CalTrain" lettering. Future plans for dealing with the one mile gap between the CalTrain station and the CBD include a costly train subway to the Transbay Terminal at 1st and Mission and extending the MUNI Metro LRV trackage on the surface from the Embarcadero Station terminus at the foot of Market Street via Embarcadero and Townsend to 4th. The seven leased ACT 700s used during the 1983 cable car substitution which were painted in the maroon, light blue and white cable car color scheme have been retained by MUNI and operated regularly on 38-EMBARCADERO and 58-LEAVENWORTH.

COUNTY TRANSIT (CT)

SAN JOSE: Aside from minor schedule changes on several lines the only change of note with the July 2 sign up was the rerouting of 99-SUNNYVALE S.P. DEPOT-WESTGATE in central Sunnyvale to run McKinley instead of Washington between Pastoria and Sunset (a 3 block detour) to serve the new Senior Citizen Center at Pastoria & McKinley). With delivery of the initial order of 60 Flxible Metros (#1501-1560) and their assignment to Cahoya Division, all GMC New Looks of the 4600 and 4800 series at Chaboya were transferred to Agnews Division which is now the sole operating base for the system's New Looks. The follow on order of 24 Metros (1561-1584) are being assigned to North Division where they will replace propane fueled Gillig-Neoplans (600-733) which will be transferred to the reserve fleet. In other equipment news contracts were awarded to Suetrak for furnishing 116 air conditioning kits for PTS II T8H203ls #1000-1065 and T7H203s #1100-1149 which will give these coaches the "PTS 04 look" and to Gulton for 66 electronic "dot" destination sign kits to replace single curtain head and side roller signs on #1000-1065.

SUNRISE BUSLINE, INC. (SBI)

EL PASO: SBI is a new operator traveling between El Paso, Texas and Las Cruces, New Mexico using a fleet of schoolbuses. Service is provided seven days per week over three routes. Three daily round trips are operated on EL PASO-CANUTILLO-ANTHONY-LAS CRUCES VIA HWY. 85, one daily round trip is provided on EL PASO-SUNLAND CITY-CANUTILLO-LAS CRUCES VIA HWY. 28 and two round trips are scheduled on EL PASO-SUNLAND CITY-ANTHONY EXPRESS. Highway 28 is the original Juan de Chate route through the irrigated portion of the Rio Grande Valley and is the agricultural route. Highway 85 is the "old road" to Las Cruces that was the main highway prior to construction of Interstate 10. I-10 was constructed in the desert on the side of the valley. The Express uses Highway 28 and shifts over to Highway 85 after serving Sunland City.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: SCAT has developed a rather exotic looking mobile information display vehicle by painting the outline of a car, a 1937 Cadillac, on both sides of former SCAT/COUNTY CLUB BUS LINES 109, a T6H4523N. This bus will travel around the El Paso area promoting transit and providing information, maps, timetables and identification processing for elderly and handicapped persons to ride SCAT. SCAT has received back five of its former buses which had been operating for City-County Nutrition - former SCAT/CCBL 103, 110 and 112 (all TDH3301s) and former SCAT/EPCL 3981 and 3986 (both TDH4517s). These units are in storage awaiting sale, likely for parts rather than further transit use.

BEN FRANKLIN TRANSIT (BFT)

PASCO, WASH.: BFT recently provided special service to three different area events, the Columbia Cup Air Show, the Gold Cup Races and the Benton-Franklin County Fair. Service for the Air Show operated the two days of the show between a Park and Ride lot at Pasco High School and the show at the Pasco Airport. Over 800 people rode BFT. The Gold Cup took place on July 29 th and buses operated from Kennewick, Pasco and Richland High School parking lots at 900AM and 1000AM to the drop off point just yards from the river. Round trip tickets cost $2.00 and reservations and prepaid tickets were offered. Service offered to the five day County Fair was greater in scope. Daytime Shuttle service operated from 1000AM until 600PM from the 6th and Auburn transfer point to the Fairgrounds. Evening bus service was scheduled from 600PM to midnight. Buses originated in Pasco at Pasco High School and in Richland from Hanford High School. Both evening routes had designated pick up points in Kennewick. Daytime Shuttle fare was 25¢ for regular riders and 10¢ for seniors/students/handicapped. Evening Shuttle fares were 25¢ for all riders. Major service changes took place in Kennewick on August 20th as two new routes were inaugurated to provide service to the South and West Kennewick areas - 11 and 45. Three existing services, 42, 43 and 160, were rerouted to cover additional areas in the city. The BFT Board has been active and recently have taken several actions including instructing staff to prepare a plan to integrate Dial-A-Ride into BFT, setting the wheels in motion to purchase nine paratransit vans as replacements for current vehicles, adopted a policy on street repair maintenance within BFT boundaries and passed a resolution adopting a conceptual design for the yet to be constructed BFT Administrative, Operations and Maintenance Facility. The BFT Rideshare Program signed up four more vanpools during July and August, all destined to the Hanford Reservation. This program is designed to provide a network of carpool/vanpool services for people who work and/or live in the Tri Cities and the Hanford area.

DALLAS AREA RAPID TRANSIT (DART)

DALLAS: This one year old authority which has replaced the DALLAS TRANSIT SYSTEM recently broke ground for the Bachman maintenance and operating facility. This division along with a central maintenance facility, yet to be developed, will allow DART to increase the number of scheduled buses from 560 to 905 by the end of next year. The service increase is the first portion of a plan to design, build and operate a $3.4 billion rail system without any federal assistance which plan was authorized by area voters in 1983.

SEPTEMBER 1984 WESTERN TRANSIT

IPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Santa Rosa Transit	841-846	Gillig	35o6T36v02/E1081010-81024	
Americoach	(63-64	MCI	MC9/EP0301147-148	
	(66-67	MCI	MC9/EP0301149-150	
Sundance Stage Lines	(414-415	MCI	MC9/BP0361421,CP036660	
	(417	MCI	MC9/CP03L723 (?)	
California Charter Buses	(4521	MCI	MC9/CP036657	
	(4522-4533	TMC	MC9/CP003593-03504,	
	(		DR00368o-03603,	
	(		DP003781-03788	
SFO Airporter, Inc.	349-354	TMC	MC9/DR003932-03933,	
			DP003082-03985	
AAA Charter Lines	4491-4492	TMC	MC9/DP003993-03004	
Mark IV Charter Lines	430-431	TMC	MC9/DR004000-04001	
Sun Valley Bus Lines	930-931	TMC	MC9/DR003992,04000	
Safeway Lines And Tour Company	225	GMC	P8M4905A/2010	
Empire Lines	554-555	GMC	P8M4108A/213-214	
FunBus Systems, Inc.	8448-8450	Neoplan	Jetliner/-	
-USED-				
Taylor Bus Service	(4701	GMC	PD4903/418	Gulf Transport 1602
	(5705,07,08	GMC	P8M4905A/863,341,850	Gray Line Hawaii
	(5711,12,13	GMC	/355,351,857	same nos.
	(5714,15,16	GMC	/339,356,860	
	(5718	GMC	/858	
Stovalls Shuttle Service	3	GMC	TDH5303/6157	SDTC 303
GO American (Amer Sightseeing)	(8401	MCI	MC7/U11164/S8624	renovated with new front, rear, roofline, refurbished interior
	(			
	(			
Coordinators	(4726	MCI	MC9/CP036874	Cal Coast Chtr 951, orig Western Trails 8203
	(			
	(			
AM Charters	975	Eagle	05SE/0665	RV Charters 975
Bay City Bluebirds	510	GMC	PD4106/0890	GLOLA 510
-DISPOSITIONS-				
AC Transit	(416,421	GMC	TDH4516/0004,000	Azul y Blanco 1-136, 1-79
	(			
Torrance Transit System	340	GMC	TDH3301A/117	A y B 1-118
Montebello Muni	9343,9345	GMC	TDH4517/360,382	A y B 1-125, 1-250
Long Beach Transit	(4526,4541	GMC	TDH4519/230,578	A y B 1-27, 1-57
	(4552-4553	GMC	TDH4519/800-801	A y B 1-145, 1-158
	(4557	GMC	TDH4519/1166	A y B 1-157
Utah Transit Authority	4500	GMC	T6H4521A/627	Ames Ia Transit Authority 871
Long Beach Transit	(4547	GMC	TDH4519/885	Ames 870
	(4565,4574	GMC	T6H4521/023,032	Ames 869,872
	(5110	GMC	TDH5303/1580	Ames 884
SCRTD	(2235	GMC	TDH4512/1172	Torrance Tubing (mobi office)
	(			
	(5735	Flxible	F2D6V-401-1/51269	Zachers (storage unit)
	(6004	Flxible	F2D78C401-1/52521	Zachers (storage unit

EQUIPMENT REPORT Continued

PROPERTY -DISPOSITIONS-	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
Fresno Transit	(610-619	GMC	TDH4517/1313-1322	For Sale
	(6020-6021	GMC	TDH4517/767,720	For Sale
	(7501-7510	AMG	102A40/671-680	For Sale
Airport Service, Inc.	(5901-5906	GMC	PD4107/1232,1233,	All sold to
	(		1257	pvt parties
	(		1220-1231	
	(5011-5013	GMC	PD4108/025,011,012	sold thru
	(			Hausman to unkn

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: LBMTL operates three city transit routes using a fleet of Flxettes and Minibuses providing year round service to city residents. In addition, during the annual summer events of the Laguna Beach Art Festival and Pageant of the Masters special tram service is provided to and from the festivals to alleviate congestion by having visitors park around the city. Two open air Minibuses have been operated. Recently city officials purchased two 30 passenger open air trams from Speciality Vehicle Manufacturing Corporation of Santa Fe Springs. The vehicles have the new C-12 Wolverine Front Wheel Drive Chassis. The advanced design chassis, engineered and manufactured by Wolverine Western Corporation of Santa Ana, features a top frame of height of 23 inches and a front track of 81 inches. The engines are Ford propane fueled as are the rest of the buses in the fleet. The buses are painted in the traditional blue and white with a blue and white striped roof.

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

As summer comes to a close and the fall approaches WTS Members, especially those in the Los Angeles area, can remember the 1984 Summer Olympics and the tremendous amount of bus activity associated with the event, not only the scheduled service for ticket holders but the buses used to transport the athletes and other Olympic participants and the buses that transported the technical crews (WT 7/84 and 8/84). What a better way to relive the summer again than to take your movies and slides and photos of the Olympics (your memories too) to the monthly Entertainment Meetings held the second Sunday of each month at 730 PM at 272 Alpine Street in Pasadena. Meet new friends, renew old acquaintances and share your interests in the transit field.

If you move please notify the Business or Editorial Office so that we can update our files and you can continue to receive "Western Transit" each month.

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