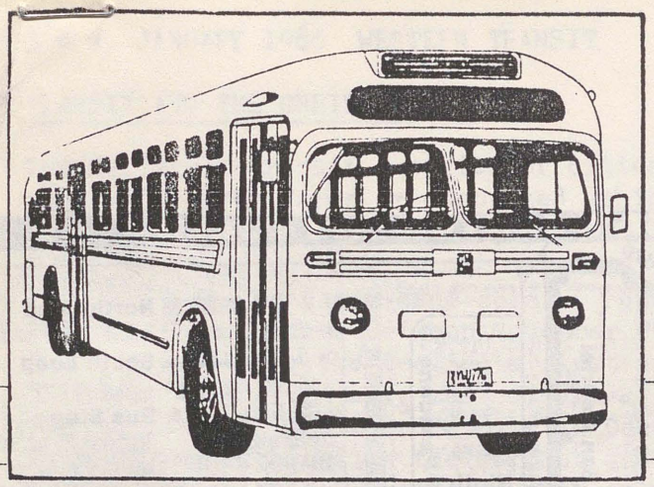


Western Transit

Monthly Publication of The Western Transit Society

VOL. 24 NO. 1 JANUARY 1986

POMONA VALLEY TRANSPORTATION AUTHORITY (PVTA)

POMONA: PVTA commenced operations on November 19th with one fixed route line, four Dial-A-Ride systems and will soon assume operation of the elderly and handicapped oriented GET ABOUT TRANSPORTATION. Advertising itself as "The Valley Connection" the operations have been contracted out to COMMUNITY TRANSIT SERVICES, INC. who is also providing a fleet of sixteen Ford Econoline 350YL/El Dorado bodied vehicles numbered 101-116. The vehicles have white roofs, tan bodies, black windows with the words "The Valley Connection" with the PVTA logo, a series of four encircling "C"s colored blue. The buses have two doors including one with a Braun lift, thirteen forward facing blue tweed padded seats plus two jump seats which can be raised for wheelchair patrons, air conditioning, individual reading lights, Diamond farebox, two way radio and white interiors with blue trim. Bus stop signs are square shaped painted blue with white lettering which says The Valley Connection, CCCC and Valley Shuttle. The one fixed route line is named THE VALLEY SHUTTLE and operates between Cal Poly Pomona and Claremont hourly between 700AM and 600PM on weekdays using two buses. Beginning at Cal Poly the line travels via Kellogg Drive, San Bernardino Freeway, Via Verde, San Dimas Avenue, Bonita Avenue, Garey Avenue looping via Orange Grove and Artesia to Garey returning to Bonita, then College, First, Harvard and Bonita to Indian Hill Boulevard. There are four Dial-A-Ride operations, one each in the cities of La Verne, Pomona, Claremont and San Dimas. On weekdays service operates between 600AM and 700PM. Saturday service operates between 900AM and 400PM but only in Pomona, Claremont and La Verne. VALLEY SHUTTLE is 75¢ and any Dial-A-Ride is $1. Transfers from VS to DAR or between DARs is 25¢ while transfers to and from RTD buses is 10¢. Ten Ride Passes at $7.50 are available and two children five years and younger may ride free when accompanied by a fare paying adult. The PVTA is largely supported by Proposition A funds and over time has plans for expansion which could include assumption of service presently operated by RTD.

AIRPORT SERVICE, INC. (ASI)

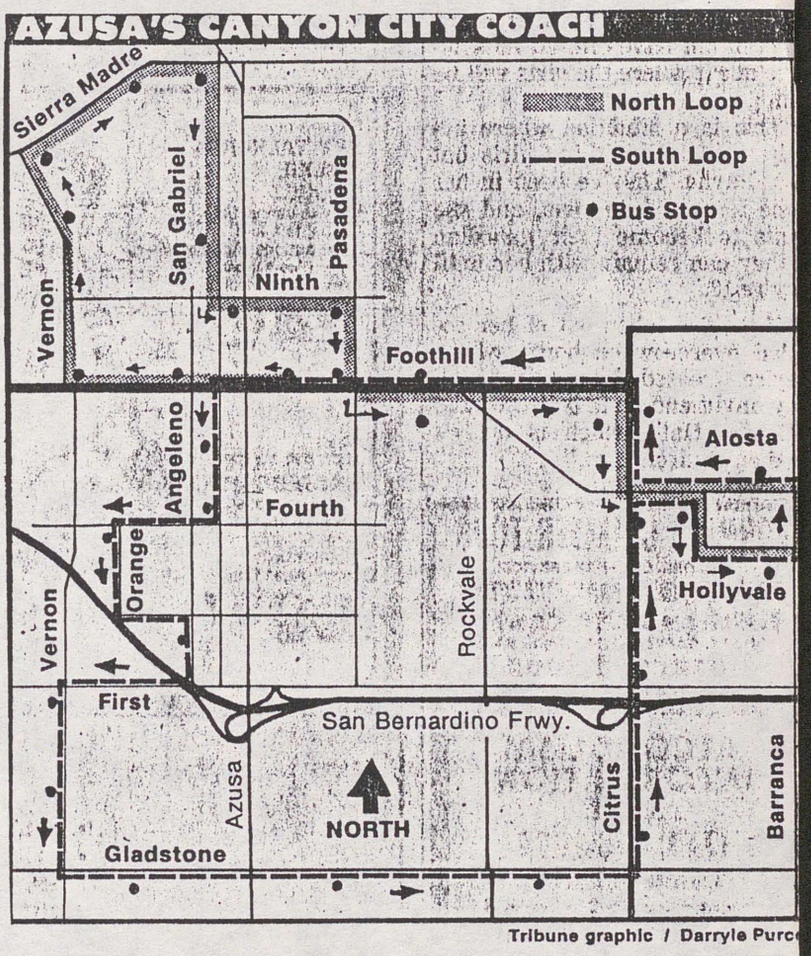
ANAHEIM: As of November 20th with the Teamsters Union Local 952 still officially on strike ASI resumed full seasonal service including eighteen round trips between LAX and Disneyland, six round trips between LAX and John Wayne Airport via Long Beach Airport and eighteen round trips between Disneyland and John Wayne Airport via Orange or Santa Ana. ASI still wanted employees to take an eleven per cent pay reduction and take back four of eight holidays.

PACIFIC COAST SIGHTSEEING TOURS (PCST)

ANAHEIM: PCST has added three new tours to its previous offering of two tours, Beach Cities-Newport Harbor Cruise and Los Angeles-Hollywood At Night. The new tours are Universal Studios Tour, Sea World At San Diego and San Diego Zoo Tour. The three new tours all operate on a daily basis and depart the Anaheim area at 900AM. The Beach Cities-Newport Harbor tour also leaves each day at 900AM while the Hollywood At Night tour leaves Anaheim at 600PM each evening.

CANYON CITY COACH (CCC)

AZUSA: Local fixed route transit came to Azusa on December 9th with the inauguration of CCC, a one bus, two route system which operates Monday thru Saturday. Each line has an approximate two hour headway with weekday operating hours between 700AM and 700PM and Saturday hours starting at 900AM ending at 500PM. CCC has a two bus fleet, #88 and #89, both twenty passenger Specialty Vehicle Manufacturing Corporation vehicles on Izusu truck bodies with Izusu diesel engines and steering components. The buses have one door with a rear door for the Braun lift. The buses are painted white above the belt rail and blue below with the black window effect trimmed with green. The name "Azusa" is painted on in the headsign area and the name "Canyon City Coach" appears in white lettering on a blue background. The bus has twenty grey leather forward facing seats with seat belts, one wheelchair position, two way radio and cassette tape player, air conditioning with a white interior and wood grain paneling below. CCC operates free of charge using Proposition A sales tax funds which money is also used to finance AZUSA TRANSPORTATION, a three vehicle city wide Dial-A-Ride system which has three Dodge Ram vans including two with extended roofs. AT provides service for senior citizen and handicapped residents.



P. C. WESTWAY STAGELINES (WS)

LOS ANGELES: WS is now operating two routes to and from Santa Anita Race Track including one which was formerly run by GRAY LINE OF LOS ANGELES. The first route begins at Manchester and Lincoln (Westchester) stopping in Santa Monica (7th & Broadway), Farmers Market (3rd & Fairfax) and Hollywood (Orange & Hollywood Blvd). The second route begins in Inglewood at Crenshaw & Manchester stopping in the Crenshaw area (King Blvd & Crenshaw) and downtown at Pico & Figueroa (Convention Center). Round trip fare from all points is $6.00.

VIA CHARTER LINES (VIA)

MERCED: VIA is a Merced based charter operator with a fleet of MCI coaches including MC-5Cs and MC-9s and has both PUC and ICC authority. VIA is now operating Gamblers Special service from selected San Joaquin Valley cities to Reno and Lake Tahoe. Every Monday service operates to Reno from Merced, Atwater, Livingston and Turlock with round trip fares ranging between $18.80 and $21.00 depending upon boarding city with a bonus upon arrival of $13.00 in cash, in food or drink coupons. Buses depart Merced at 600AM returning at midnight. On Tuesday service to Lake Tahoe in offered starting in Chowchilla, then Merced, Atwater, Livingston and Turlock. Departure from Chowchilla is 530AM with return arrival at midnight. Round trip fares range between $18.80 and $22.00 depending upon point of origin and a $15.00 bonus is offered to all passengers upon arrival in Tahoe.

* JANUARY 1986 WESTERN TRANSIT

TRANSIT AND THE CHRISTMAS SEASON

Ten different transit agencies or cities celebrated the Christmas season by offering expanded service or free fares or decorated vehicles. Three agencies had specially painted buses - AC TRANSIT had 1445 and 1459, Gilligs and 1040, a Flyer D102LOC, SANTA CLARA COUNTY TRANSIT DISTRICT offered #4835, a GMC TDH 5302 and SANTA MONICA MUNICIPAL BUS LINES painted #5114, a GMD T6H5307A, in candy cane colors. The GLENDALE BEELINE offered expanded hours, 9AM-9PM Mondays thru Sundays between November 29 and December 31 with free rides the week of December 9-15 to celebrate the Beeline's first anniversary. In addition, free shopping bags and free T Shirts were given away periodically. Normal BEELINE operating hours are weekdays only from 9AM to 6PM. On the four Sundays in December BART operated trains directly to Daly City from Fremont and Richmond in the morning and in the reverse direction in the afternoon. Normal Sunday operation has trains running only Daly City-Concord and Richmond-Hayward with transfers in downtown Oakland. GOLDEN GATE TRANSIT also offered a seasonal service, a free shuttle between the Ferry Building and Union Square. The shuttle met shoppers who arrived on weekday ferries which departed Larkspur between 9:45AM and 7:35PM and weekend ferries departing between 9:45AM and 5:45PM. Return service connected with ferries departing San Francisco up to 8:25PM on weekdays and to 6:45PM on weekends. The City of South Gate sponsored the HOLIDAY SHOPPER SHUTTLE which began on November 29 and ran Monday thru Saturday between 10AM and 6PM on half hour headways. The service was free and operated along Tweedy Boulevard between the South Gate Recreational Park at Walnut Street and Long Beach Boulevard. PALOS VERDES TRANSIT, a Dial A Ride system in Rancho Palos Verdes, Palos Verdes Estates and Rolling Hills Estates, operated free of charge on New Year's Eve between 9:30PM and 3:00AM to deter drunk driving. The ORANGE COUNTY TRANSIT DISTRICT operated ten colorfully decorated buses, nicknamed the "Jingle Buses" on Lines 30-ORANGETHORPE, 38-LA PALMA, 42-LINCOLN, 45-FAIRVIEW, 57-BRISTOL-LAGUNA BEACH, 80-SOUTH FLOWER-VICTORIA and 95-PACIFIC COAST HIGHWAY during the four day period December 21-24. Passengers rode free of charge with their fares being sponsored by the Buena Park Mall, Los Cerritos Center, Fashion Island and South Coast Plaza. RIVERSIDE TRANSIT AGENCY ran the "SANTA EXPRESS" between December 14 and Christmas Eve offering free rides as the line connected Downtown Riverside, Hardman Center, Tyler Mall and Riverside Plaza. Operators appeared dressed as Santa Claus.

LOUNGE CAR TOURS (LCT)

CULVER CITY: On December 1st LCT revised its ANAHEIM-LOS ANGELES INTERNATIONAL AIRPORT service to include more pick up points in Orange County. Twenty one daily round trips are still provided. Pick up points now include Anaheim Greyhound Depot (selected trips), Quality Inn, Sheraton Hotel, Conestoga Inn, Disneyland Hotel and the Quality Inn in Buena Park. On trips from LAX passengers will be discharged at the hotel/motel of their choice or the Greyhound terminal.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: The STOCKTON-SACRAMENTO-NORTHEAST SACRAMENTO-ROSEVILLE route began operating November 10th with one daily round trip departing Roseville 7:30AM and departing Stockton at 7:45PM. This service is operated by ALL CAL TOURS. On the same day one of the two Hanford-Visalia round trips was extended over the full HANFORD-PORTERVILLE routing and now serves Visalia, Exeter, Lindsay and Porterville. This route is operated by ORANGE BELT STAGES under contract to the state. This round trip departs Hanford AMTRAK at 12:15PM and Porterville at 3:17PM. The West Los Angeles terminal on the LONG BEACH-BAKERSFIELD route has now been moved from the former Flyaway Terminal to the West Los Angeles Federal Building Access road bus stop which is also used by RTD Line 560-SAN DIEGO FREEWAY FLYER and the DASH WESTWOOD SHUTTLE.

Support WTS by attending the monthly entertainment meetings and/or submitting news stories for WESTERN TRANSIT from your area - newsworthy events are constantly taking place - become a reporter for WT

FUNBUS SYSTEMS INC. -- EQUIPMENT ROSTER AS OF DECEMBER 15, 1985

Numbers	Builder	Model	Serial	Notes
707,709	GMC	TDH-4519	883,241	Ex-LBPTC 4545,4528.
717,718	GMC	TDH-5301	3114,3118	Ex-V-PBC 10,9; orig. SMMBL 5312,1
719	GMC	TDH-5301	183	Ex-CCBS 5512; orig. SMMBL 5306.
720	GMC	TDH-5301	2461	Ex-Indianapolis 1217.
721-724	GMC	TDH-5303	4239,4231,4247,4253	Ex-OCTD 1037,1029,1045,1051.
1001-1004	GMC	S8M-5303A	220-223	Ex-ASI 1001-1004.
1101-1102	GMC	S8M-5303A	287-288	Ex-ASI 1101-1102.
1340-1341	GMC	S8M-5304A	078-079	Ex-ASI 1340-1341.
5301-5303	GMC	S8M-5303A	153-155	Ex-Gray Line of LA 5301-5303.
7902	MCI	MC-9	S14171 U34302	
8001	MCI	MC-9	S15182 U35109	
8100,8110	MCI	MC-9	S15881,2 U35764,5	
8175	Neoplan	N-122/3	817483	Skyliner.
8260	Neoplan	N-117/3	828656	Spaceliner.
8342	MCI	MC-9	DP038421	
8401	MCI	MC-7	S8624 U11164	Ex-?; FarWest Coach conversion.
8448-8450	Neoplan	N-216/2	EP410074,EP410068,--------	
8501	MCI	MC-8	S11189 U30829	Ex-Greyhound 2281.
8502	MCI	MC-8	S9830 U30040	Ex-Greyhound 7508.
8552-8553	Grumman	870(53102)	90429,90473	Ex-OCTD 2002,2046.

Roster Notes:

1. GO American equipment is for sale but on temporary lease to Funbus Systems. Buses included are 1001-1341, 8401, 8501-8502. All still in American Sightseeing color schemes. Only the MC-8s are in active service.
2. The following equipment is stored at Funbus yard and not used: 718,720,723,724, 5301,5302.
3. Bus 723 is still in OCTD colors. Bus 724 is painted all white. Bus 8552 is in the process of being repainted as of roster date.
4. Serial number for 8450 is unknown as it is at Neoplan being rebuilt after a serious accident in July, 1985. Management has indicated possible renumbering to 8447.

V-PBC=Vancouver-Portland Bus Line. CCBS=Community Charter Bus System.
ASI=Airport Service, Inc. OCTD=Orange County Transit District. LBPTC=Long Beach Transit.

Equipment dispositions since 12/83 WT roster:

TDH-4517's 704-706 to unknown owners, believed to be in Mexico.
TDH-5301 714 to unknown owner, believed to be in Mexico.
MC-9's 7901, 7904 to unknown owners.
MC-9 8002 to unknown owner.
N-122/3 Skyliner 8180 returned to Neoplan after three-year lease expired.
Transcoach 505 to unknown owner in Mexico.

Above information from various issues of Western Transit and Steve Hoskins.

- - - - - - - - - - - - - - - - - -

On December 1st the former Knotts Shuttle became the "Knott's Tour Flyer" with riders all on a reservation basis with guaranteed seats. Price is $16.95 for adult tour which includes round trip transportation and an admission package to Knotts. Non reservation passengers handled only on space available basis. FBS has acquired the operations and marketing of GO AMERICAN and has combined the FUNBUS tours with those of AMERICAN SIGHT-SEEING. The Las Vegas tour runs with MC-9 #8342, San Diego combination tours get Spaceliner #8260 and Universal Studios receives Skyliner #8175. The former GO AMERICAN buses are used all over the system, but usually on the International Airport ATPLINK trips.

* JANUARY 1986 WESTERN TRANSIT

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA recently took delivery of three remanufactured buses from Flxible Corporation of Delaware, Ohio. The delivery of these first three buses of five ordered concluded almost two years of negotiations to secure the buses and to get them funded. Advanced bus remanufacturing is more thorough than rebuilding or reconditioning units. New buses recently purchased cost about $140,000 while the cost of an ARE vehicle is about $115,000. These buses were originally 1975 model New Look units for the MTA in Baltimore, Maryland. The builders plates inside the units were originally built in February 1975 and rebuilt in June 1984 and they are model ARH0006-6-1 (see Equipment Report). November 4th brought a number of route and service changes to STA. Line 1-CANYON HOTEL-DESERT HOSPITAL was discontinued while Line 2-PALM SPRINGS-CATHEDRAL CITY still operates from Vista Chino & Palm Canyon to the San Luis Rey area and then has been extended via Gene Autry, Highway 111, Van Fleet, Chiuperosa, J Street, Catherdral Canyon Road, Perez, Date Palm Drive, Avenue 34, Plumley Road and Gerald Ford Drive to Date Palm. Service operates every 45 minutes 530AM-630PM Monday thru Saturday. Experimental Saturday service is now offered on Line 4-PALM DESERT-LA QUINTA. This is on the same schedule as weekdays - hourly service using one bus between 630AM and 630PM. Line 20-PALM SPRINGS-INDIO was shortened to no longer operate as far south as Coachella, but now serves portions of South Indio ending at the Indio Fashion Mall. In addition, Sunday service is now offered between 1000AM and 700PM on an hourly headway. The SUN SPECIAL (Open Air Double Deck Bus), which will run this year between January 18th and May 5th, has been extended to operate along Tahquitz/McCallum from Indian Avenue to Palm Springs Airport and return. Service will be provided seven days per week between 900AM and 530PM every twenty five minutes.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD tested the "Superbus" during the week of December 16-20 on Line 43-HARBOR BOULEVARD. The vehicle is made up of a tractor and a trailer. The passenger trailers come in three lengths, 26 foot, 36 foot and 46 foot, with different seating capacities. The units which are manufactured by the Fullerton based firm can be attached to any model of truck tractor. Superbus officials expect to begin building the units this year. This was the first revenue test of the vehicle and more than 500 passengers rode the vehicle and were asked to complete evaluation forms. The Superbus is expected to be tested at other transit agencies and both the tractor and trailer are currently painted in the RTD color scheme.

CITY OF MAMMOTH LAKES (COML)

MAMMOTH LAKES: The Mammoth Lakes local buses are running again after a brief shut down due to insurance liability problems. A fleet of 16 buses are now insured at a cost of about $2500 per year. Six more buses are on order to be delivered in early 1986. The prime service is transporting skiers between lodgings and ski facilities. The city has been contributing about $150,000 of the annual $200,000 budget. They hope to develop non ski trips. The buses are Internationals with Superior bodies and have racks for ski equipment and are four wheel drive equipped.

THE NEW OTANI HOTEL & GARDEN

LOS ANGELES: The New Otani is a luxury hotel downtown in Little Japan. It recently introduced courtesy downtown mini-bus service with several stops in the financial area. The bus leaves the hotel at 800AM and half hourly through 930AM traveling on First from Los Angeles to Grand to 7th to Flower/Hope to First to Los Angeles Street (hotel). The service is designed for hotel guests. Advertised as New Otani Hotel-LAX Airport Shuttle but operated by Castle Limousine Service, Inc. is an airport service departing the hotel at 800AM and 1000AM daily at a $10 one way fare serving all buildings at LAX.

Support The Society by attending the monthly entertainment meetings and submitting news items for publication in WT

TRANSIT AND LEGISLATION

(Ed. Note - The following information was excerpted from a story entitled "Transit Funding Battle Continues In FY 1987" from the December 30, 1985 issue of PASSENGER TRANSPORT).

President Reagan has signed into law H. J. Resolution 465 making continuing appropriations for FY 1986 including $3.7 billion for mass transit, a 16% increase over what he had requested. In addition, the legislation contains a freeze at current levels in federal mass transit operating assistance instead of the Administration's demand that it been terminated immediately. Of significance to rural areas is language permitting Section 18 systems to use revenue from social service contracts to match their federal assistance. As well Congress has placed tight restraints on two controversial administrative changes being pushed by UMTA: privatization and state management of the small urban formula program. The FY 86 funding level for transit is a reduction of 10.8% from last year and it is technically for all of FY 86. It will remain in effect until at least March 1, 1986 when the first effects of the Gramm-Rudman-Hollings budget balancing legislation are scheduled to be felt. Congress also rejected the Administration's formal request to defer $223.6 million in prior year funds for new rail start projects in Los Angeles, San Diego, St. Louis, Miami and Jacksonville. Next year, the Administration is expected to propose a wholesale and controversial restructuring of the federal mass transit program including eliminating all federal transit aid except for revenue from transit's penny of the federal motor fuels tax and some limited general fund support. The proposal will call for an end to the discretionary program for extraordinary transit capital projects, a prohibition of all charter operations using federal funds and a requirement for increasing amounts of competitive contracting. Washington observers expect that while the proposal may get a hearing before the Senate Banking Committee it is not expected to be enacted in the expected form. It is also expected that the programs will receive little support in the Democratic controlled House of Pepresentatives.

Nearly $200,000 in federal funds will be used for a feasibility study of separate (from RTD) bus system for the San Gabriel Valley. Under the proposal which will take one year to complete the twenty nine San Gabriel Valley cities would use their share of state and federal transit funds to provide service by contracting with private operators. This service would be expected to replace RTD except for the downtown Los Angeles lines like those operated on the San Bernardino Freeway Express Busway. Ralph Stanley, Urban Mass Transit Administration administrator said that this type of transit zone is the type of private sector program encouraged by the Reagan administration and that the grant was awarded with that in mind. RTD officials have indicated opposition to the plan as it would fragment the regional system and would not best serve the needs of the riding public.

YOLO TRANSIT SYSTEM (YOLOBUS)

WOODLAND: The Yolo County Department of Public Works and Transportation is currently solicitin bids from firms for the management and operation of the six route YOLOBUS system in Woodland, Davis, Broderick, Bryte, West Sacramento and Sacramento. Transit Contractors is the present operator using a fleet of fifteen leased REGIONAL TRANSIT GMC New Look buses which are now bein replaced by county owned Gillig Phantoms purchased in conjunction with an RT order.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI fares were increased beginning January 1st following action by the Board of Supervisors. Cash fare is now 75¢ (was 60¢), senior citizen fare is now 15¢ (was 5¢), cable car fare for adults is $1.50 and 75¢ for children and the monthly Fast Pass was reduced from $24 to $23. The fare increases are expected to generate an additional $9 million into city revenues which almost equals the expected federal cutbacks in transit funds.

* * JANUARY 1986 WESTERN TRANSIT

CITIFARE (CF)

RENO: CF ridership increased 19 per cent in 1985 as a result of more buses, more routes and a growing population in the Truckee Meadows. Yearly patronage totaled 4,028,000. For this year plans are under way for a new line between Sun Valley and Sparks, reinstating one in the Donner Springs and Huffaker Hills region and routes from Sparks to MGM Grand-Reno and MGM to Meadowwood Mall. Construction of a downtown transit center is scheduled to begin this spring. The $2.7 million center will be built at the southwest corner of East Fourth and Center Streets and will consist of two 3000 square foot enclosed waiting areas with information centers, restrooms and telephones. Over the New Years Eve CF gave free rides (sponsored by a casino and Longs Drug Stores) and over 7300 people took advantage of them, a 32 per cent increase over last year. When the Reno area has a certain stage smog alert (Reno is quite smoggy) CF closes the fare boxes and lets people ride free in order to get people out of their cars.

RENO-GERLACH STAGE LINE (RGSL)

GERLACH: RGSL has been sold to Donald and Catherine Kepler by Joe Lucchesi. Service consists of one round trip per day from Gerlach into Reno and return in the afternoon to Gerlach. The equipment consists of combination freight-passenger vehicles.

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LTR)

LAS VEGAS: It has been rumored that LTR will change its name to FIESTA CHARTERS AND TOURS sometime later this year (The Pike family, new owners of LTR, formerly owned FIESTACOACH in the Lawndale/Hawthorne area). LTR recently purchased LUCKY TOURS of San Francisco, a nine bus operation, and plan to promote trips from the Bay Area on a larger scale. LTR continues to operate two round trips each day between Phoenix and Reno and ridership continues to be good.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: A group of El Paso investors want to revive the trolley system, primarily for tourist trade, and operate the line between the Paso del Norte Hotel and the Border. The City Council has agreed to lease eight streetcars to the El Paso del Norte Streetcar Preservation Society for $1 per year for thirty years with two 30 year renewal options. The cars will need to be moved from their present location, the former EL PASO CITY LINES yard on Cotton Street, and the plan is to have them in operation within two years. SCAT has a new administrator, Mark Dorfman, formerly Transit Director in Saginaw, Michigan.

ARIZONA CENTRAL LINES (ACL)

PHOENIX: ACL recently added service between Cordes Junction and Prescott on its PHOENIX-FLAGSTAFF service, which is also the AMTRAK connecting service for the SOUTHWEST CHIEF.

CITY OF PHOENIX/COUNTY OF MARICOPA

Area voters recently approved a .5% sales tax hike which will provide for the implementation of a $5.6 billion transportation plan for the metropolitan area over the next twenty years. The approved referendum creates a regional transit authority that will receive $167 million over the next twenty years for improvements in regional bus and community transit services and also finances construction of a freeway system. The authority will also receive $8 million over five years to develop a plan for a rapid transit system which could be the subject of another referendum after September 1988. 231 more miles of freeway, many of which may include transit right of way, will also be financed from the sales tax increase which began on January 1st.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Yolobus	(780-793	Gillig	h0102TB6V92/F1081296-1309	serials not in order
Central Contra Costa TA	700-709	Gillig	h096TB6V92/F1081312-1321	
Laidlaw Transit	(5h90- --	Gillig	h0102TB6V92/F1081322-1325	in the 5h00 series, one door
Gray Line - Hawaii	11	GMC	P8Mh905A/1716	
Colorado Charter Lines	301-302	Prevost	2P9L/E1001799,1808	
Scenic Hyway Tours	8633	Neoplan	N116-3/FS510766	Intercity Liner
Mt. Bachelor Ski Area	unkn	Neoplan	AN3h0A/FL013050,13053	Metroliner
Dinert Coaches	8089	Eagle	AE10/DP031036	
Seattle Metro Transit	3000-3146	MAN	SLh0102A/1h19-1565	
Merrville Bus Company	V729-V734	MCI	96A3/FP0h0183-h0188	
Via Charter Lines	86, 89	MCI	96A3/FP0h0233,h0532	
Cal Coast Charter	(--	TMC	96A3/FP005187-5188,	one is 958
	(--	TMC	96A3/FP005222-5223	
Starline Tours	64	TMC	96A3/FP005180	
Greyhound Lines, Inc.	1300	TMC	96A3/EP005004	
	1301-13h7	TMC	96A3/EP005005-5015,5034-5045, 5139,5141,5143-5144, 5146,5148-5152,5154, 5156-5168	
-USED-				
Sunline Transit Agency	(1h90-1h92	Flxible	53096-8-1/60169,6019e, 57817	APPs, ex Palto 3110,3139,2807
Express Tours	(660	TMC	MC9/-	CPCT 60
	(661	TMC	MC9/T2/2-1792 S2886,	CPCT 61
	(662	TMC	MC9/T2/2-1793 S2887	CPCT 62
	(665	TMC	MC9/-	CPCT 65
	(671	TMC	MC9/T2/2-1802 S2896	CPCT 71
	(67h	TMC	MC9/-	CPCT 7h
	(687	TMC	MC9/EP00h263	CPCT 87
Via Charter Lines	84	MCI	MC5C/-	EP-LA Limo Exp
Calif-Yosemite Tours	7	GAC/MAN	22.280/DV000009	Demo
Unitrans (U C Davis)	unkn	GMC	TDHh519/264	AC Trnst 763
Christian Carriers	2083	GMC	PDh107/1079	Intermtn 232
Suisun Metro Area Rpd Trnst	232	Chance	MPD8002/-	AC Trnst -

# #

WT STAFF

Editor — Edmund Buckley

Senior Staff — Steve Hoskins, Scott Page, John McKane, Warren F. Quon

Reporters — Robert Higginbotham, Bob Burrowes, Steve Goldmann, John Hoschek, Henry Leinbach, James Husing

WTS ADDRESSES

Editorial Address: 1506 W Nottingham Lane, Anaheim CA 92802

Meeting Location: 272 Alpine Street, Pasadena CA 91106, Second Sunday at 730 PM

Support the Society by attending meetings and by submitting news stories to WESTERN TRANSIT