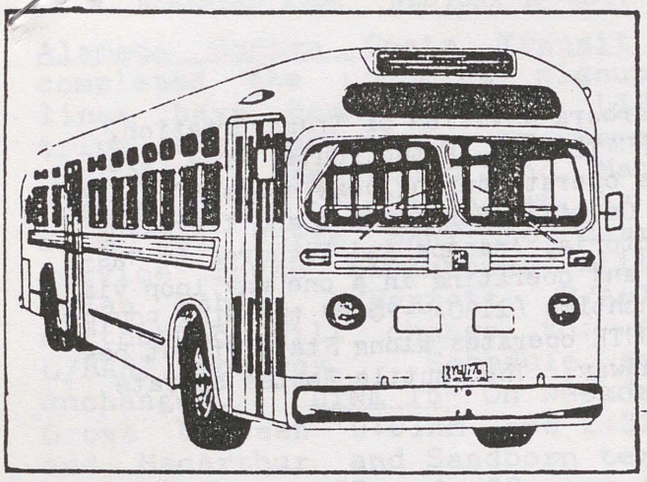


Western Transit

Monthly Publication of The Western Transit Society

VOL. 24 NO. 12 DECEMBER 1986

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The LACTC held a public hearing on November 10th concerning a plan whereby the Commission, in cooperation with both the City and County of Los Angeles, is seeking Urban Mass Transportation Administration (UMTA) Section 3 capital funding to support a three year demonstration project, the Bus Service Continuation Project. Under this project the City and County would seek competitive bids to continue service on sixteen bus lines originally scheduled for discontinuation on or after December 28, 1986 by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. Two additional lines would be operated on a shared basis by the County and RTD. Recent RTD information has indicated that because the reductions in federal funding have not been as severe as originally anticipated that the planned December service reductions will be deferred so that the exact impact of the BSCP has yet to be determined. The sixteen lines include: 147, 192/194, 203, 291/293, 413, 414, 419, 423, 430, 431, 437, 438, 448, 492, 494 and 685/686. The shared operation lines would be 495 and 498. The capital funds would be used to lease and then purchase seventy new or rehabilitated transit buses over the three year period which would operate on the sixteen lines. As originally proposed, operating costs for the project would be divided equally by the Commission, the City and the County. Of the non UMTA funded capital costs, the LACTC would absorb one half with the other half being divided between the city and county on a 54%/46% basis. Twelve of the lines would be considered 100 per cent City operation, four would be considered County operation and two would be shared 50/50 by RTD and Los Angeles County. It is expected that the service contractors would need to provide the operating personnel as well as garage and maintenance facilities with the public agencies supplying the revenue vehicles.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA passenger fares will be increased on January 1st - adult cash fare 55¢ to 60¢, student cash fare 45¢ to 50¢, elderly/handicapped cash fare 25¢ to 30¢. The cost of monthly passes and prepaid tickets will also be increased. This is the first fare increase since April 1984. Service wise there will be some reductions including discontinuance of 17-CANYON CREST and 30-SAN JACINTO-HEMET LOCAL. NEW Line 32 will be added as an east/west route between Hemet Valley Mall and Valle Vista and 31-BANNING-BEAUMONT-HEMET will be rerouted from Ramona Blvd to De Anza Drive to Main Street in San Jacinto. Service will also be trimmed weekdays on Routes 1, 12, 18, 19 and 27, on Saturdays on 14, 18, 19, 21 and 27 and on Sundays on the 22. The new fares and service changes are intended to partially offset the agency's loss of $1.15 million in state transit assistance funds. These changes will raise $153,000 in revenue and reduce expenses by $198,000.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: In cooperation with the City of Santa Barbara Division of Transportation, SBMTD recently inaugurated the DOWNTOWN SANTA BARBARA SHUTTLE BUS, a two route, free fare circulation system in the downtown area. Two alignments operate during peak hours of 715AM to 945AM and 400PM to 630PM, the BLUE ROUTE serving the Carrillo Parking Lot and traveling a figure eight loop via Castillo, Carrillo, Chapala, Victoria, Anacapa and Figueroa to Castillo and the ORNAGE ROUTE serving the Cota Parking Lot and operating in a one way loop via Cota, Chapala, Victoria and Anacapa to Cota. During lunchtime (1130AM-200PM the BLUE ROUTE operates every half hour. In addition, the LUNCHTIME ROUTE operates along State Street between Sola Street and Haley Street with a 5-8 minute headway. The Shuttle Routes operate weekdays except holidays.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent applications to or decisions of the Commission:

RODGERS STAGE COACH LINES, INC. given authority to increase fares by 100 per cent between Hollywood Park Race Track and points in Los Angeles County.

PACIFIC COAST SIGHTSEEING TOURS granted route revision request at Doubletree Hotel in City of Orange and Medieval Times in Buena Park.

ORANGE BELT STAGES was granted authority to increase passenger fares by 50 per cent and intrastate package express rates by 20 per cent.

An application of M F Sims d/b/a SIMS EXECUTIVE AIRPORT SHUTTLE to extend its routes was dismissed, but the Commission staff shall conduct investigation of applicants records.

PINETREE SERVICE CORPORATION dba AIRPORTCOACH was granted an extension, to October 30, to defer start up of service between John Wayne Airport and Ontario Airport via Anaheim AMTRAK Station and Brea Mall.

TRAVIS EXPPESS, INC. has been authorized to modify and add rules covering free baggage limits, charges for baggage over free limits and charges for delays on special scheduled service.

CULVER CITYBUS (CCB)

CULVER CITY: Lines 3-CROSSTOWN and 4-JEFFERSON BOULEVARD were both revised on September 8th. Line 3 now diverts off Overland Avenue to serve West Los Angeles College and then operates via Playa, Hannum, Bristol Parkway and Green Valley Circle to Fox Hills Mall. The rerouting is operated on weekdays with weekend service along Overland, Playa/Jefferson and Sepulveda serving Fox Hills Mall enroute to LAX Terminal routing remaining the same. Line 4 was also adjusted and now operates between downtown Culver City and Fox Hills Mall via Duquesne, Jefferson Blvd and Sepulveda Blvd. Hourly Monday through Friday operation continues.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD and Teamsters Local 952, representing 200 mechanics and service workers, recently signed a three year labor contract, effective November 1, 1986, which will grant workers a four stage, 7.5 per cent wage increase over the life of the agreement. Selected changes in fringe benefits and certain working conditions were also included. Negotiations with Local 19 of the United Transportation Union, representing 750 bus operators, are presently ongoing. The UTU contract also expired October 31 and that agreement has been extended on a temporary basis.

DO NOT FORGET TO RENEW YOUR MEMBERSHIP OR SUBSCRIPTION FOR CALENDAR YEAR 1987

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lines

Alameda Contra Costa Transit District- The scheduling department has completed the upcoming signup, effective December 14th. The following lines have been changed: LINE 7- All weekday, supplemental and Saturday trips that originate or terminate at 23rd and MacDonald, Wilson and MacDonald, San Pablo and MacDonald, Barrett and Tulare or Arlington and Moeser will originate at or terminate at Del Norte BART. Running time from Del Norte BART to Barrett and Turlare shall be 8 minutes. The service route southbound will change to: Del Norte BART via L/Cutting, R/San Pablo, R/Barrett, R/Arlington and balance of route. Service route northbound will change to: Arlington, L/Barrett, L/San Pablo, L/Hill, L/BART roadway. Schedule service south of Arlington and Moeser will be unchanged. LINE 15- On weekdays only, all 15A's originating at Grand and Grove between 9:01AM and 2:31PM inclusive will operate between Fruitvale and MacArthur and Sandborn terminal only. Buses will leave Fruitvale and MacArthur at :27 and :57 past the hour. All 15D's departing U.C. Crescent between 8:33AM and 2:05PM inclusive will operate via Highland Hospital. Two minutes running time will be added to serve Highland Hospital. All 15A's orginating at Sanborn, Redwood, or Skyline between 8:47AM and 2:55PM inclusive will originate at Sanborn and operate to Fruitvale and MacArthur only. Buses will leave Sanborn at :41 and :11 past the hour. All 15's originating at Mountain and Knoll between 8:49AM and 2:48PM will operate via Highland Hospital. Buses will leave Mountain and Knoll 2 minutes earlier. The 2:57PM departure from Fruitvale and MacArthur will operate to Skyline High. The 8:06AM departure form U.C. Crescent will operate only to Sanborn. LINE 51A- All weekday, Saturday and Sunday trips that originate or terminate at El Ceritto Plaza will originate or terminate at 3rd and University (near Amtrak) or at the Berkeley Marina. Alternate bus service north via San Pablo Ave. to Albany and points beyond is available by transferring at University Ave. to Line 72. Service extending north from University in Berkeley to Albany will be discontinued. LINE 65- Layover point at which bus drivers make a rest stop will moved from Dwight Way and 7th St. to BART/Ashby Station. LINE 67- Bus service north of BART/El Cerrito Plaza station will be adjusted to operate via Terrace Drive to Arlington Blvd. Service on Stockton, San Pablo and Eureka Avenues will be discontinued. LINE 68- The Richmond BART (19th St.) to Del Norte BART (via Garvin) segment will be combined with the Del Norte BART to El Cerrito Plaza segment to form a new route 68. Bus service currently operated west of Arlington Blvd. via Barrett, MacDonald, and Roosevelt Avenues to BART/Richmond Station will be discontinued. The same number of trips, headways and operating hours will remain the same, trip times will change. LINE 70- All service south of Del Norte BART will be discontinued. Bus Service will be changed from the present terminal at Arlington Blvd. to a new terminal at BART/El Cerrito Del Norte Station. Transfer to the Line 72, 67 and 7 for points south. LINE CHX- Two trips in the morning going to San Francisco will be discontinued. Adjustments to the remaining trips will be adjusted to more equally spread out bus headways for commuters. LINE EX- Three trips in the morning to San Francisco will be discontinued. LINE O and W- Westbound, Line O Express will depart from Bridgeway and Packet Landing to loop Bay Farm, continuing via High St., Encinal and Park St. to the 880 Freeway to San Francisco. The High St. and Fernside Blvd. area will be served by Line O local buses and not by the Express buses. This change should result in speedier trips to and from San Francisco. Many changes will take place on December 14 as the new Hayward Division (D6), which replaced the old Newark Division,

assumes about 100 more buses and new service presently maintained by the East Oakland Division (D4). Look for these changes in the January issue of WT. Beginning on November 3, the East Oakland Division began using their new bus washer. Training and testing of the new fuel island has also begun, where the coach will be fueled and vacuummed at the same location. A new computerized fuel system monitors fuel, engine and transmission oil consumption by coach. The Transporation Department plans to move to its new Transporation Building on December 13 to coincide with the new signup. Currently the District is putting together new bus specifications for 56 forty footers. All coaches will have wheelchair lifts, and the lifts will remain at the front door as the rest of the fleet now has. Bids are expected to open in February. The District is currently investigating returning to roller type headsigns instead of dot signs. Bus #2085 has been retrofitted with a roller sign containing a limited number of Hayward Division lines. Bus #1455 is now at Central Maintenance being painted in the familiar "Candicane Express" paint scheme. Christmas bus service will begin after Thanksgiving. The Oakland/San Francisco Bay Bridge was 50 years old on November 12. Bus #2103, ex-Key System #2103, a TDH4801, participated in the birthday festivities by being in a parade that started in downtown Oakland and finished in San Francisco. Bus #2103 and 1905, a THD4509, have both been given back to AC Transit by the Bay Area Electric Railway Society, and are being stored at Central Maintenance.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Fall service changes took place on September 8th. A new Transit Center was opened at San Diego State University affecting the routings of 11-KENSINGTON-SOUTH SPRING VALLEY, 13-SOUTHEAST SAN DIEGO-ALLIED GARDENS, 80-PACIFIC BEACH-EAST SAN DIEGO EXPRESS and 115-EL CAJON VIA FLETCHER HILLS. 30-SCRIPPS-LA JOLLA EXPRESS was extended from the Scripps Industrial Park at Carroll Canyon and Business Park Avenue eastward via Business Park, Willow Creek Road and campus roadways of the United States International University. Line 32-CHULA VISTA-SAN YSIDRO was extended, in Chula Vista, to serve the soon to open E Street/ Bay Front Trolley Station of the San Diego Trolley. Buses travel from the International Border to H & Broadway as before, then continue via Broadway and E Street to SDT Station which is also served by CHULA VISTA TRANSIT 705 and 706. Also, the daily 1120PM and 1220AM trips from San Ysidro and the 1135PM and 1235AM trips from Chula Vista were discontinued. Line 40-FLETCHER HILLS-SAN CARLOS-SAN DIEGO EXPRESS was extended from its former San Carlos terminal at Fanita Drive and Navajo Road via Navajo, Fletcher Parkway looping Garfield, Tampa, Westwind and Fletcher.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Ground was broken for the 11.5 mile long extension of the East Urban Line, from the present Euclid Station through Lemon Grove and La Mesa to El Cajon. There will be eight new stations, six of which will have park and ride lots attached, fifteen additional light rail vehicles, station shelters and fare vending equipment. The $93 million project is the first MTDB light rail project to be built with any federal support and $51 million has been allocated. The East Line is scheduled to open for revenue service by late 1989.

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ATTENTION MEMBERS AND SUBSCRIBERS: If you have not renewed for 1987 this will be the last issue of WESTERN TRANSIT that you will receive. Renew by sending your renewal form and money to the Editorial Office.

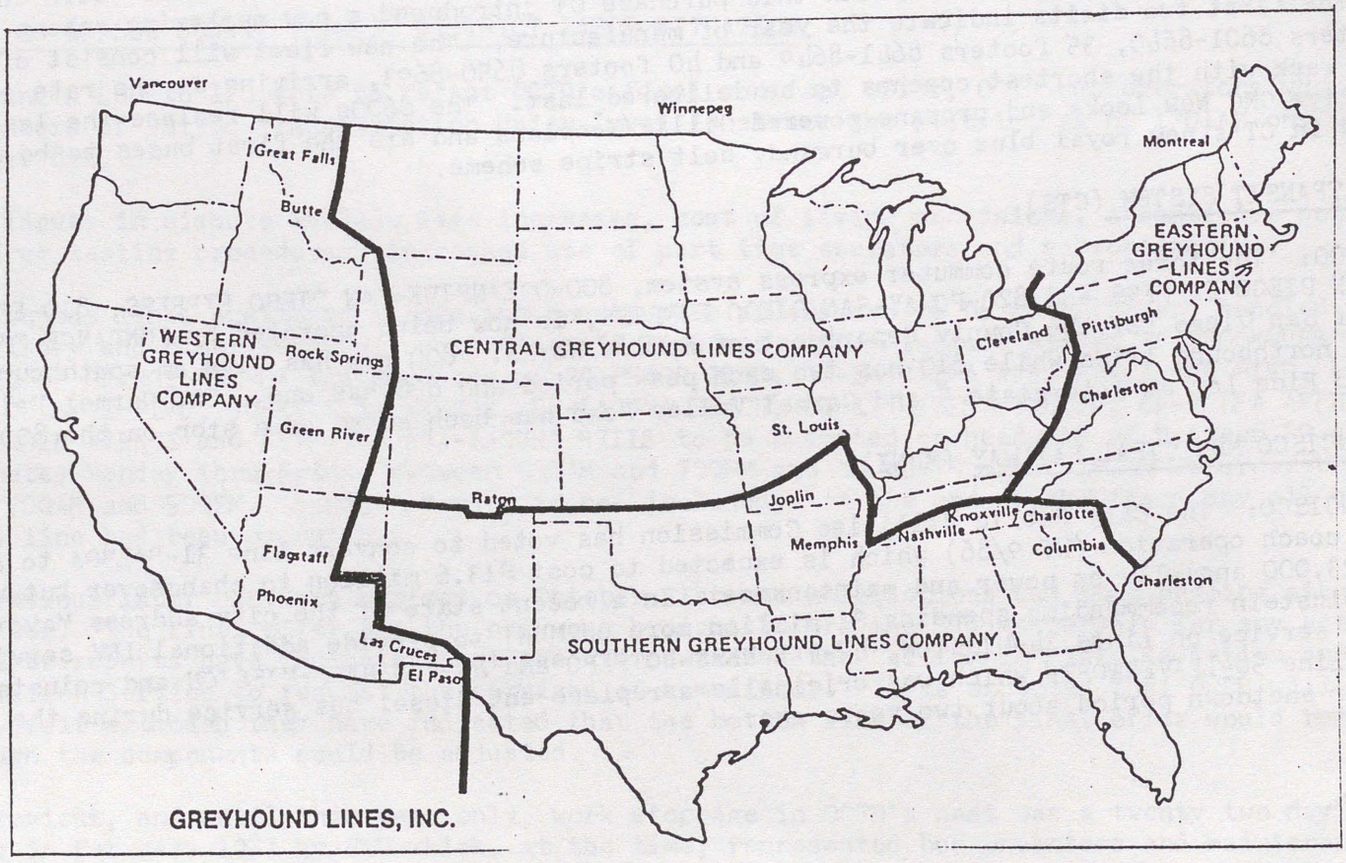
Support WTS - Attend monthly meetings and send in news stories for WESTERN TRANSIT.

PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: PSC's AIRPORTCOACH Division modified its LOS ANGELES INTERNATIONAL AIRPORT-ORANGE COUNTY-SAN DIEGO AIRPORT service on August 29th. Round trip fares, at 180 per cent of one way prices, were established and the newly inaugurated Encinitas stop was discontinued. Service wise five daily except Sunday trips were added and stops on some trips outbound from the various airports are now served on a Discharge Only basis. One LAX-John Wayne Airport and one LAX-Laguna Hills southbound trips were added along with two Laguna Hills-LAX trips and one John Wayne Airport-LAX trip northbound. In addition, the OCEANSIDE-ESCONDIDO-HOTEL CIRCLE-SAN DIEGO AIRPORT line which consisted of four daily round trips and was instituted last May 1st, was discontinued due to low ridership. PSC was granted an extension, to October 30th, for inauguration of its NEW service between John Wayne Airport and Ontario Airport via the Anaheim AMTRAK Station and Brea Mall, but at press time the service had not yet been started.

WESTERN GREYHOUND LINES COMPANY (WGL)

SAN FRANCISCO: Recently the Public Utilities Commission approved the transfer of the intrastate passenger stage certificate from GREYHOUND LINES, INC. to WESTERN GREYHOUND LINES COMPANY, the new name of one of the four divisions of GL, a return to the "old days". Shown below is a map from a recent edition of RUSSELLS GUIDE which delineates the boundaries of the operating companies. While WGL is a little smaller, geographically, than its former self the other three units are quite different. WGL has filed application with the California PUC to transfer its certificate between Stockton, Sonora and Pinecrest to A. McCurry d/b/a CALAVERAS TRANSIT CO. which firm presently operates between Stockton, Angels Camp, Arnold and Lake Alpine in the Sierra Nevada foothill communities area. Most recent newspaper reports have indicated that GL and the Amalgamated Transit Union have agreed to extend their former labor agreement while they continued to negotiate for a new pact. GL has been seeking wage reductions of up to 30 per cent amid rumors that either GL's parent company, The Greyhound Corporation, is either seeking a new buyer or will consider liquidating the corporation. Although any large scale change in GREYHOUND operations should have impact on all other intercity bus carriers other carriers were generally reserving comment for the present.



COUNTY TRANSIT (CT)

SAN JOSE: Service changes effective with the July 7th driver sign up were as follows: 11-KING ROAD SHUTTLE had its southern end cw loop off King Road extended east to run Alum Rock, Jackson, San Antonio in order to connect with major eastside Pte 70 on Jackson. Headway lengthened from 20 to 25 minutely. 16-SAN MARTIN-MORGAN HILL, a South County local route which operated 3am/4pm weekday only trips, was discontinued due to low ridership and the boundaries of Dial A Ride Zone C were expanded to cover the area previosuly served by the 16. 42-LAWRENCE CAL TRAIN DEPOT-SCOTT/WALSH INDUSTRIAL SHUTTLE was changed between Central & Bowers and the Depot to run Central, Corvin, Kifer, Lawrence Sta am/Lawrence Sta, Kifer, Lawrence Expwy, Central pm. 141-BART/FREMONT-GREAT AMERICA EXPRESS, the seasonal weekend/holiday only service to Great America Theme Park began running on May 24, two months later than last year. Compared to last season the number of southbound trips from Fremont was reduced from 12 Sat/Sun/Hol to 11 Sat/Hol (with a 2nd bus added in the morning for trips at 10AM and 11AM) and 9 on Sunday. Northbound trips from Great America were increased from 12 to 15 Sat/Hol (requiring a third bus) but reduced to 11 Sunday. Average headways were lengthened from 75 to 80 minutely except in peak direction Sat/Hol when it averaged 35 minutely. 165-QUITO/WESTMONT-NORTH SAN JOSE-OAK CREEK EXPRESS, which had been reduced previously to a single am northbound/pm southbound trip, was discontinued due to low ridership. 300-EAST SAN JOSE-STANFORD UNIVERSITY VIA EL CAMINO REAL BONUS BUS (limited stops at local fare) is a NEW route introduced to supplement 22-EASTRIDGE-MENLO PARK on CT's core El Camino Real corridor and 21-SAN JOSE CAL TRAIN DEPOT-ALUM ROCK east of the San Jose CBD. Starting with a cw loop from Alum Rock & Capitol via Capitol, Gay and White to Alum Rock, thence Alum Rock onto Santa Clara onto The Alameda onto El Camino Real to University (Palo Alto) to Cal Train Depot (Palo Alto Transit Ctr), then University onto Palm Drive (Stanford) to terminus at The Oval in front of Stanford's main Quadrangle entrance. Operates weekdays only from 500AM to 630PM, 20 minute peak and 30 minute base using 8 peak/6 base buses (3am-2base-4pm) from North Division and the balance from Chaboya Div). Typically, a trip between 1st & Santa Clara in San Jose and Palo Alto Transit Ctr on the 300 takes 59 to 68 minutes versus 82-85 minutes on the 22 which makes all local stops. A number of lines were rerouted slightly in the North San Jose CBD/Civic Center area to accommodate Guadalupe Light Rail Line construction on 1st Street. The first of 93 new Flxible Metro coaches (#8650) arrived on September 4th. With this purchase CT introduced a new numbering scheme in which the first two digits indicate the year of manufacture. The new fleet will consist of 30 footers 8601-8640, 35 footers 8641-8649 and 40 footers 8650-8693, arriving at the rate of 15 per week with the shortest coaches to be delivered last. The 8600s will replace the last of the active GMC New Looks and propane powered Gillig/Neoplans and are the first buses to be delivered in CT's new royal blue over burgundy belt stripe scheme.

COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: The three route commuter express system, 800-OCEANSIDE-SAN DIEGO EXPRESS, 810-ESCONDIDO-SAN DIEGO EXPRESS and 820-POWAY-SAN DIEGO EXPRESS, is now being operated by SUNDANCE STAGE LINES of San Diego for the County Department of Public Works. 800 now has five am southbound/five pm northbound trips while 810 has two each peak period and 820 has one. The Carmel Valley Park and Ride Lot at Interstate 5 and Carmel Valley Road has been added as a stop on the 800.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The City Public Utilities Commission has voted to convert Line 31-BALBOA to a trolley coach operation (WT 9/86) which is expected to cost $13.6 million to changeover but will save $423,000 annually on power and maintenance. In a recent state of the city address Mayor Diane Feinstein recommending spending $1 million more on MUNI to provide additional LRV service, increase service on Lines 14-MISSION, 47-VAN NESS-POTRERO and 49-VAN NESS-MISSION and reinstatement of Line 58-LEAVENWORTH which was originally a replacement diesel bus service during the cable car shutdown period about two years ago.

* DECEMBER 1986 WESTERN TRANSIT

TRAILWAYS LINES, INC. (TWI)

LOS ANGELES: TWI recently received California Public Utilities Commission approval to increase intrastate passenger fares by 13 per cent to help cover increased insurance and operations costs. TWI announced that the company operated at a net loss of $1.1 million on a $14 million operating budget during the year that ended last March 31st. Under the new rates a ticket between Los Angeles and San Diego would increase from $14.10 to $15.95 and a ticket between Sacramento and Los Angeles would rise from $41.25 to $46.60. With the return to standard time on October 26th TWI subsidiaries made a number of schedule reductions throughout the western and mountain areas. Two DENVER-GRAND JUNCTION-LAS VEGAS-LOS ANGELES round trips were reduced to one daily round tripwhile one SACRAMENTO-MODESTO SHUTTLE and one DENVER-TAOS-ALBUQUERQUE round trips were discontinued. One HOUSTON-SAN ANTONIO-EL PASO-SAN DIEGO-LOS ANGELES round trip was shortened to a HOUSTON-EL PASO round trip connecting with a DALLAS-LOS ANGELES schedule. One DALLAS-EL PASO-PHOENIX-LOS ANGELES round trip was reduced to a DALLAS-PHOENIX round trip connecting with an ALBUQUERQUE-LOS ANGELES schedule. Four daily round trips on the Flagstaff-Albuquerque-Oklahoma City corridor were reduced to two daily round trips, one NEW YORK-ST. LOUIS-OKLAHOMA CITY-ALBUQUERQUE-LOS ANGELES and the other MEMPHIS-OKLAHOMA CITY-ALBUQUERQUE-LOS ANGELES with one of these routed thru Phoenix and the other thru Needles and Kingman. In Wyoming and Montana the segment of the BILLINGS-CHEYENNE route thru Gillette, Buffalo and Sheridan was discontinued between Casper and Billings with POWDER RIVER TRANSPORTATION COMPANY starting an extended service from Gillette, Wyoming through Buffalo and Sheridan and other communities into Billings, Montana. The route between CHEYENNE and BILLINGS via CASPER and DEAVER continues with one daily round trip.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: SHASTA SKYHAWK is now operating a reserved seat bus (twelve hour advance reservations are required) between SACRAMENTO and REDDING connecting with the SAN FRANCISCO-SALT LAKE CITY-DENVER-CHICAGO train. SS also serves Williams, Willows, Orland, Corning, Red Bluff and Redding.

UPDATE ON ORANGE COUNTY TRANSIT DISTRICT LABOR SITUATION

Following a 480 to 120 vote to reject OCTD's final contract offer, OCTD bus operators who are members of United Transportation Union Local 19 struck the district as of 1201AM on December 8th.

Major issues in dispute include wage increases, cost of living provisions, absenteeism policy, drug testing procedures, increased use of part time operators and subcontracting.

Thirteen bus lines scattered across the county were programmed to be operated and handled by supervisory and other employees with Class II licenses. They include all of 35-BROOKHURST, 53-MALL OF ORANGE-BALBOA and portions of 29-BEACH BLVD, 38-LA PALMA AVE, 43-HARBOR BLVD, 46-STATE COLLEGE BLVD, 50-KATELLA AVENUE, 57-LAGUNA BEACH, 60-17TH/WESTMINSTER, 64-BOLSA AVENUE, 70-EDINGER AVENUE and 85-SANTA ANA-LAGUNA HILLS to be operated on headways of between 20 and 60 minutes Monday thru Friday between 530AM and 700PM and 30 to 75 minutely on Saturday between 700AM and 500PM. Sunday service is not included. At the end of the third day all but the 35 line had been operating.

The previous labor contract expired on October 31st and negotiations had been ongoing since September. The final offer was the only one brought before the UTU membership for any action. Newspaper reports have indicated that the UTU contacted the California State Mediation and Concilation Service to request the services of a mediator. It is expected that OCTD will follow suit although they have indicated that the bottom line of the final offer would remain although the components could be adjusted.

The previous, and until this year only, work stoppage in OCTD's past was a twenty two day strike in February 1981 by UTU which, at the time, represented bus operators and maintenance personnel. That walkout was more related to maintenance issues than to operational ones.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Kerrville Bus Company	V751-V755	TMC	102A3/FR005363-5367	
Greyhound Lines, Inc.	(1524-1595	TMC	102A3/GR005401-5472	
	(1596-1621		/GR005491-5516	
	(1622-1624		/GR005531-5533	
	(1625-1634		/GR005543-5552	
	(1635-1647		/GR005557-5569	
	(1655-1661		/GR005597-5603	
	(1662-1664		/GR005607-5609	
Beach Cities Charter	821	TMC	102A3/GR005485	
Starline Sightseeing Tours	STAR65-66	TMC	102A3/GR005595-5596	
-USED-				
Hot Dog Tours	518	TMC	MC8/1023	GLW 2380
Western Coach Service (NV)	740	MCI	MC8/S11220	GLE 4418
Executive Limo Service	441	GMC	SDM4502/032	Seattle Metro 1405
Gray Line-Pacific Northwest	(802	GMC	TDM5303/056	GLW 9652
Bus Company	(805		/001	SPS 702
	(807		/063	GLW 9659
Paradise Cruise, Ltd (Hawaii)	(1-3	GMC	TDH5303/1936,1941,1957	MTL 555,556,563
	(4-6		TDH5103/091,556,550	SPS 127, GLOLA 5109, GLOLA 5113
	(7-10		TDH5303/1972,1992,1932, 1971	MTL 574,587,553 573
	(Storage Bus		TDH4801/402	SPS 157
Charley's Scenic Tours	None	GMC	S8M5304A/076	--
Kekona Shuttle	None	GMC	TDH5301/-	MTL 507
Diamond Head Cruises	24	GMC	TDH4801/233	SCRTD 6567 ExEx Paradise Cruise 1
TT Bus Company	C25	Twin	TC-31/25633	SCCTD 420
-DISPOSITIONS-				
Golden Gate Transit	747	GMC	T8H5305A/147	to Yolo County
Scenic Hyway Tours	7424	Prevost	LM103-2457-78	to Pacific Gas & Electric

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Renewals for calendar year 1987 now due and payable

Remember to send in items of interest from your area transit system for WT