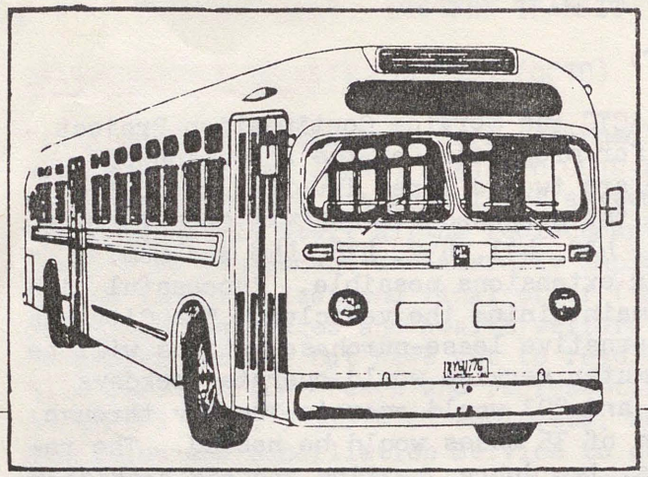


# Western Transit

Monthly Publication of The Western Transit Society

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VISALIA CITY COACH (VCC)

VISALIA: California's newest transit system and the most expensive basic fare started on Monday January 12th. The new VCC system consists of four routes in and around Visalia serving shopping centers, hospitals and the Sequoia College. The basic fare is $1.00 each way with senior citizens and youths paying 50¢ per trip. The system is being operated by the City of Visalia and six new buses, three 30 foot Gillig Phantoms and three unknown make 20 passenger units, have been purchased for the service. It is not known if the system is being operated by contractor although the Visalia Dial-A-Ride system which has been operated for a number of years has been operated by interests believed associated with ORANGE BELT STAGES. The Dial-A-Ride system which charges $1.50 per trip per rider will be reduced from eight to four vehicles. For several days prior to opening the service operated for free and a high of 600 passengers were recorded one day. City officials expect 120,000 passengers the first year.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: In an effort to reduce operating costs the HTA has reduced service at the two extremes of the TRINIDAD-EUREKA-SCOTIA route. Service north of the Arcata-Eureka Airport to Trinidad and service south from Fortuna to Rio Dell and Scotia has been reduced. The service between Fortuna and the airport will remain on about an hourly headway. HTA fares went up to 90¢ per trip and after some complaints by the transit riding public the fares were reduced to 80¢ with a zone system. As a passenger boards the bus and pays their fare the operator punches out an identification check indicating the zone to which a fare was paid. The check is surrendered upon leaving the bus.

ANTELOPE VALLEY BUS, INC. (AVBI)

LANCASTER: AVBI recently purchased CAL COAST CHARTER and will maintain the CCC name and color scheme on the buses but will letter AVBI on the rub rail. Following the loss of the Santa Clarita Valley-Los Angeles Commute service contract AVBI has placed all of its MC 7 buses (705-717) except 714 up for sale. AVBI maintains the contract with the County of Los Angeles for the five route Santa Clarita Valley local services in Newhall and Saugus and Canyon Country. This service is operated with a New Look fleet of mixed TDH4519s and T6H4521As, mostly former GARDENA MUNICIPAL BUS LINES units. AVBI is also operating the local service in the Lancaster-Palmdale area.

SUPPORT THE SOCIETY - SEND IN NEWS STORIES FROM YOUR AREA AND ATTEND MONTHLY MEETINGS

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: As a follow on to the joint City/County/LACTC Bus Service Continuation Project (WT 12/86), LADOT, on December 22nd, sent out requests for proposals for the operation of commuter express and local circulation services. There are twelve lines involved including reinstitution of Line 203-GRIFFITH PARK OBSERVATORY and the proposed 414-SHERMAN OAKS-BURBANK-LOS ANGELES EXPRESS. The others are 147, 413, 419, 423, 430, 431, 437, 438, 448 and 686. The contracts would be for three years with two one year extensions possible. Successful bidders would be responsible for providing, operating and maintaining the vehicles. The City has offered to purchase the vehicles after one year but alternative lease-purchase options will be considered. Bidders can bid on one or more lines. Commuter service would operate weekdays only, 147 would operate daily except six major holidays and 203 would operate Tuesday through Sunday except six major holidays. On weekdays a minimum of 35 buses would be needed. The recommended commuter vehicles shall have at least 40 seats, two doors, heating and air conditioning, two way radios, fareboxes and destination signs and be accessible. The local circulation vehicles need all the same elements except that the buses need a minimum of 20 seats. Local vehicles could be those with a modified van or truck chassis. New vehicles are not required, but the city would need to approve used vehicles. Bids are expected to be opened during the month. Pending action by the RTD Board of Directors to discontinue the various services alternate service may begin on or before July 1st.

POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: The Los Angeles County Board of Supervisors has asked the county Chief Administrative Office to analyze three separate and somewhat contradictory plans for reorganizing the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the LOS ANGELES COUNTY TRANSPORTATION COMMISSION. The Board is seeking a recommendation for the Assembly Transportation Committee which has scheduled hearings on the fates of the two agencies (WT 1/87). Supervisor Deane Dana's plan would create a superagency that would replace both RTD and LACTC and, in combination, reduce current duplicative administrative functions. The RTD Board supports a merger of the two units but has yet to reach a consensus on how best to do so. Supervisor Pete Schabarum's plan calls for phasing our RTD over seven years and give all responsibility for transit planning and finance to the existing LACTC. He has also demanded undated letters of resignation from all RTD Board members and a six month plan for turning around current agency performance. His plan would also allow the LACTC to establish a bus and rail construction corporation and a corporation to oversee the operation of buses and rail projects. Meanwhile, the County Board, on a 4 to 1 vote with Supervisor Edmund Edelman opposed, approved the county's participation in the creation of the San Gabriel Valley Transportation Zone Joint Powers Authority which would turn over 17 long distance express lines and 15 local lines from RTD to private contractors. RTD would continue operating six express and sixteen local lines. It is expected that $14 million could be saved annually by contracting out the operations, primarily due to lower wage costs of private providers. A portion of the early costs of operation would be funded by a federal grant, but by 1991 the Proposition A sales tax revenue plus farebox revenue would be used to fund the service. Supervisor Edelman is opposed to the idea saying that it plants the seeds for fragmentation of transportation in the county and while it might benefit the San Gabriel Valley thought must be given to the impacts on other portions of Los Angeles County.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning January 10th Line 45-PRESIDIO SHUTTLE, a one bus service between Lyon & Greenwich and the Presidio, was discontinued and Line 43-MASONIC was rerouted in the Marina area. Between the Presidio and Marina Middle School the 43 now runs on Lombard and Webster to Chestnut to Fillmore. Southbound buses now operate on Fillmore instead of Webster.

WEST COAST MOTOR COACH SOCIETY Excursion to San Bernardino using a TDM 4515 will be March 8th Details elsewhere in this issue

ANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD bus operators returned to work on Monday December 22, 1986 after a two week work stoppage (WT 12/86) although OCTD and United Transportation Union Local 19 did not (and still do not) have a signed labor agreement. During the previous week the OCTD Board declared that they would start hiring replacement workers if the operators continued to stay off the job. OCTD management unilaterally implemented, on December 22, a number of the elements contained in their last and final offer (the one voted on December 7th just before the work stoppage) although wages and health/welfare provisions remained unchanged. UTU and OCTD officials have been meeting but have yet to resolve their differences. Meanwhile, Teamsters Union Local 911, based in Long Beach and representing SANTA BARBARA METROPOLITAN TRANSIT DISTRICT and GOLDEN EMPIRE TRANSIT DISTRICT employees, secured enough authorization cards to request the State Mediation and Conciliation Service to conduct a union representation election among OCTD bus operators which is scheduled for February 20th. With the close of business on January 9 Line 355-NEWPORT CENTERIDE SHUTTLE was discontinued. NCS was a midday circulator in and around Newport Center/Fashion Island operated with two Ford Econoline/Escort IIs also used for the NEWPORT CENTER COMMUTER EXPRESS which uses the high occupancy vehicle lanes on the Newport Freeway (WT 5/86). The Winter Shake Up is scheduled for March 1st and will include a number of changes. On Line 38-LA PALMA AVENUE all non weekday peak trips will be rerouted via La Palma, Lakeview and Riverdale. Peak trips will still serve the Imperial and Santa Ana Canyon area. Saturday operation on the 42A branch of 42-LINCOLN AVENUE, via Hawaiian Gardens, will be operated on alternate trips between 9AM and 6PM. In Orange both branches of Line 53-MALL OF ORANGE-BALBOA will be rerouted away from Cambridge Street and routed via Taft and Tustin. Line 64-BOLSA AVE. has changes at both ends - the weekday peak hour extension will be cut back from Pullman & Dyer to Ritchey & Edinger and on the west end selected peak hour trips will be rerouted via Springdale, McFadden and Graham to serve the Bolsa Chica Industrial Area. Line 85-CAPISTRANO BEACH-SANTA ANA will be rerouted from Pacific Coast Highway to Dana Point Harbor Drive between Golden Lantern and Del Obispo. To open later this spring is the Laguna Hills Transit Center, a ten bus bay, 150 car parking off street Transit Center on the site of the existing Park and Ride lot which will replace the on street Laguna Hills Mall bus terminal. OCTD has approved a plan to lease for three years two SuperBuses. The tractor and trailer units were tested for one week on OCTD Line 43-HARBOR BOULEVARD in December 1985. The trailers will be the 40 foot size and seat approximately 60 passengers. Initially the units will be in service on SCRTD Line 46A-FULLERTON PARK/RIDE although the schedules to be operated will be operated by OCTD employees. Two of the twelve Bus Runs will now be operated by OCTD with the others remaining as RTD.

THE LAWNDALE TROLLEY (TLT)

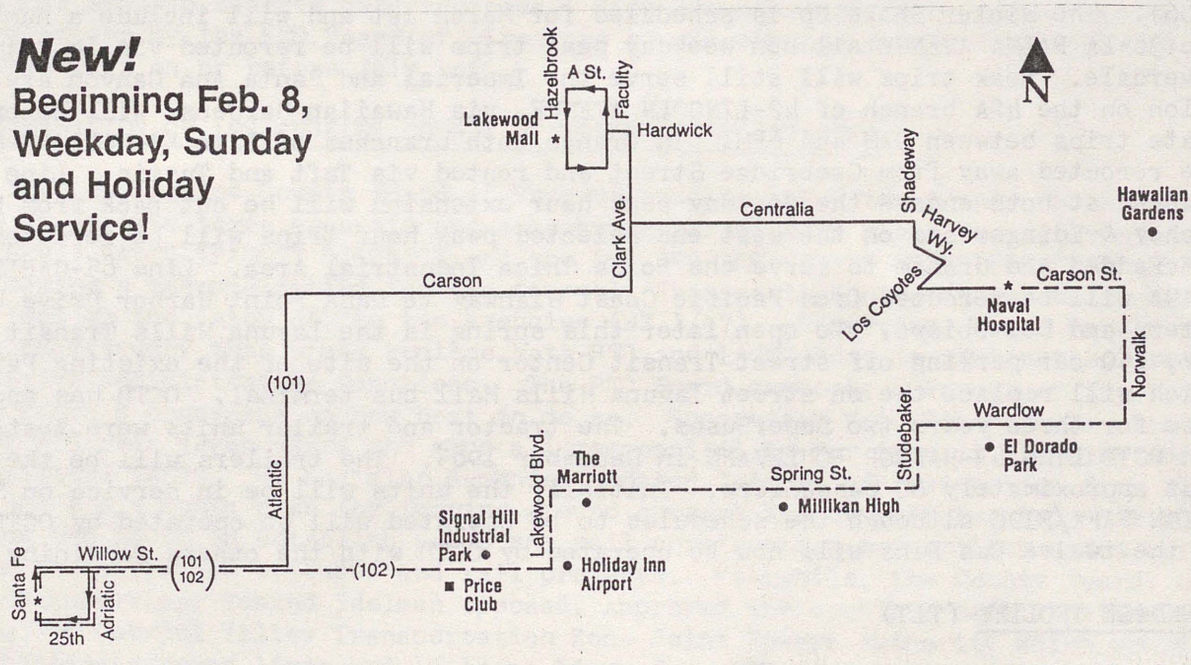
LAWNDALE: Full service is now offered on Sunday which previously ended at noon. Weekday hours are 7AM-7PM and weekend hours are 8AM-6PM. The City of Lawndale purchased two 22 passenger Specialty Vehicle Manufacturing vehicles (designed as trolleys and very similar to the MONTEREY PARK TROLLEY COMPANY units) to replace the Flxette Trolleys that the former contractor PACIFIC BUSING, INC. operated, but the vehicles have had operational and reliability problems and the city and SVM continue to discuss the problems although most of them are covered under a warranty provided by General Motors which built the chassis. SVM builds the bodies and mounts them.

HERMOSA MANHATTAN COASTAL COMMUTER BUS (HERMAN)

HERMOSA BEACH: Contrary to information in WT 11/86 the HERMAN is still operating although the City of Manhattan Beach did decide to no longer fund its portion. The City of Hermosa Beach, lead administrative agency for HERMAN, and the City of Pancho Palos Verdes have obtained a consultant to review the service and determine the feasibility of expanding service, route revisions, service to more employees and the participation of other cities. RTD Lines 225 and 226-AVIATION BOULEVARD-PALOS VERDES PENINSULA presently provide service in the area, but they have periodically been listed as lines to be reduced or discontinued in the event of funding cutbacks.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT made a number of service changes on February 8th including establishment of one new route and major changes on three others. Line 13-EAST THIRD STREET was discontinued while 23-SANTA FE was subdivided into 23-SANTA FE-MCHELEN and 24-SANTA FE-HUGHES and these along with 15-DEL AMO BLVD will now all connect at Santa Fe Avenue and Carson Street. 91-BELL-FLOWER BLVD trips scheduled on Bellflower only as far as Los Altos Center became 94-BELLFLOWER-STEARNS while 91 trips to/from Bellflower and Alondra will stay as 91. Former 10-CARSON STREET alignment will become 101 instead, operate every 30 instead of 40 minutes on Saturday and will now operate on Sundays and holidays. NEW 102-WILLOW-SPRING STREETS is operationally connected to 101 and will operate from Willow and Santa Fe along Willow, Lakewood, Spring, Studebaker, Wardlow, Norwalk and Carson to the Long Beach Naval Hospital. Buses arriving the hospital on 101 will return on 102 and vice versa. 173-PACIFIC COAST HWY-STUDEBAKER will operate from downtown to Studebaker and Atherton as before, thence via Studebaker, Carson, Norwalk, South, Gridley and 183rd to stop just outside Los Cerritos Center. 173 will be operationally connected with 172-PCH-PALO VERDE which presently operates to and from Los Cerritos Center.




GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT bus operators, represented by Amalgamated Transit Union Local 1575 and GGT Directors both recently approved a one year labor contract which includes a 4 per cent wage increase (top rate of $11.22 to $11.67) and a stringent new attendance program to deal with chronic absenteeism. This pact postpones, for one year, what was expected to be a showdown over proposals to increase the number of part time operators from 10 to 25 per cent and the issue of overtime payments which were not being made until a recent U. S. Supreme Court decision required many government agencies to pay such. Since GGT now pays overtime subject to certain conditions they no longer pay items such as travel time and ATU wanted both to stay in place. A work stoppage had been threatened, but both sides returned to the bargaining table to discuss the issues including wages, changes in work rules and proposed health and welfare cuts. GGT buses were last idled in 1976 during a sixty four day strike.

SUPPORT THE SOCIETY BY SENDING IN NEWS STORIES AND ATTENDING SOCIETY FUNCTIONS

NEWPORT BEACH TROLLEY (NBT)

NEWPORT BEACH: Effective with the close of business on January 31st the NBT stopped operations following action by the City of Newport Beach to discontinue its subsidy to AMERICAN TROLLEY LINES, INC., the contract operator of the three vehicle, one route bus system using vehicles designed as turn of the century trolley cars. The ATL vehicles are still in the area and available for charters. Meanwhile, the Newport Beach Conference and Visitors Bureau proposed that it would donate up to $100,000 annually to reinstate the trolleys if the city would increase, by one per cent, the present hotel/motel room tax and turn over the money to NBCVB to fund tourist promotions in the city. The City Council has voted to increase the tax beginning April 1st and convention bureau officials have indicated that NBT could restart as soon as May 1st.

REDONDO BEACH/HERMOSA BEACH DIAL A RIDE (THE WAVE)

REDONDO BEACH: A joint Dial A Ride program for both cities, with rides available for all riders, began operation on January 31st. The fleet includes four sedans, two commuter vans and two raised roof lift equipped vans. Rides for the general public are offered weekdays between 700AM and 700PM at $1.00 per ride. Seniors and disabled can call for service 24 hours a day, seven days per week and their rate is 50 cents per ride. Both origin and destination of trips needs to be in the two cities except for eight nearby locations, Del Amo Medical Office, various medical offices on Lomita Boulevard, Torrance Memorial Hospital, Skypark Medcal Offices, Little Company of Mary Hospital, El Camino College and Social Security offices in Manhattan Beach.

INTERNATIONAL TOUR SERVICE (ITS)

LOS ANGELES: ITS is now providing service between Los Angeles and Tijuana including stops in East Los Angeles and Santa Ana. There are five stations - downtown Los Angeles at 638 S. Main, East Los Angeles at 1241 S. Soto, Santa Ana at the Regional Transportation Center, Tijuana at Central Bus Station and Tijuana at Tijuana Airport. Buses depart the far terminals eight times daily at 4AM, 6AM, 8AM, 10AM, Noon, 2PM, 5PM and 7PM and one way fares are $9.95 when round trip tickets are purchased. Advertising, which is almost entirely in Spanish, indicates that the buses feature not only reclining seats and air conditioning but television and movies on board. The ITS fleet includes at least one MC-8, two MC-7s and four Ford vans with different bodies, two El Dorado Falcons, one El Dorado Aerotech and one Turtle Top.

NEWS BRIEFS

The County of San Diego, Department of Public Works is currently seeking bids for provision of service in the Poway area (Routes 844 and 845) and the East County Supplemental Fixed Route service (the later evening service in the El Cajon/Lakeside/Santee area). Bidders will need to provide 20-29 seat small buses.

REDWOOD EMPIRE LINES has discontinued one of its EUREKA-REDDING round trips with the one remaining round trip departing Redding at 700AM and leaving Eureka at 230PM.

D. Carson et al has filed an application with the PUC to acquire control of COMMUTER BUS LINES, INC. from T. R. Kirkman thru acqusition of outstanding stock.

Transit Management Services, Inc. d/b/a SACRAMENTO CHARTER BUSES has filed for a passenger stage home to work services certificate between points in Sacramento, et al, and San Francisco.

Community Transit Services, Inc. is the new contract operator for THE LAWNDALE TROLLEY.

CITY OF SAN JOSE DOWNTOWN SHUTTLE (SJDTS)

SAN JOSE: In an effort to alleviate congestion and boost business during construction of the Downtown Transit Mall and Guadalupe Light Rail Line, the City of San Jose and the Santa Clara County Transportation Agency agreed to jointly fund a Free Downtown Shuttle which began operating on August 11 for a six month trial. Operated under contract by SERVICAR and using four leased California Street Cable Car replicas mounted on Ford truck chassis, the Shuttle runs weekdays from 8AM to 6PM at 10-13 minute headways (7 minutely 11AM-2PM) on a 16 stop double loop route connecting the central business district with the several public parking facilities located on its perimeter. Beginning at San Fernando and Almaden the route runs east to Market, where it makes a cw loop via San Fernando, 2nd, San Carlos and Market to San Fernando, thence San Fernando, Almaden and Santa Clara to Market, then on a second cw loop via Market, St. James, 4th and Santa Clara to Market returning west via Santa Clara, Almaden and San Fernando to point of origin. The vehicles are numbered 14, 15, 21 and 24 and carry the wording "City of San Jose-Free Shuttle" on the dash banner design at each end and "Great Things Are Happening Downtown" on the roof top letter boards at each side.

STANFORD CAMPUS TRANSIT SYSTEM (MARGUERITE)

STANFORD: On September 15 a new MARGUERITE EXPRESS service was introduced during the extended lunch hour (1130AM-200PM) over two routes serving downtown Palo Alto as follows: QUAD-LYTTON PLAZA runs from the University Quadrangle, looping The Oval and via Palm Dr. onto University Ave. (Palo Alto), looping cw High, Hamilton, Emerson and University - one coach, 12 minutely. SHOPPING CTR-LYTTON PLAZA runs from Stanford Shopping Ctr looping ccw via Quarry Road and Shopping Ctr south parking lot circulation roads, thru Hoover Pavillion Hospital grounds and Palo Rd. to Palm Dr., thence Palm onto University and same downtown loop as above - one coach, 10 minutely. Another new service, thought to have been started at the same time but not publicized, is S.L.A.C., which connects the Campus with the Stanford Linear Accelerator Center (SLAC) located to the west. Route is from Serra & Via Crespi via Serra, Via Palou, Campus Dr. West, Junipero Serra Blvd, Alpine Rd and Sand Hill Rd to SLAC - operates 830AM-530PM with 1 bus half hourly. As with regular "Marguerite" routes (BLUE-CCW Intra Campus, PURPLE-CW Intra Campus and GREEN-Cal Train Depot-Medical Ctr-Quad), the Express and SLAC services operate weekdays only. For this additional service, and to augment the regular fleet, "Marguerite" operator ST. CLAIR LIMOUSINE SERVICE has provided five new 14 passenger (perimeter seating) El Dorado Motor Coach minibuses on Ford Econoline chassis. They are numbered 171A-175A in order not to conflict with existing Ford 350/National Escort I coaches of the 171-178 series.

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Sunday March 8, 1987 is the date for the next WTS/West Coast Motor Coach Society excursion. Using the former RTD 2028, a GMC TDM 4515, the trip will depart the WCMCS Museum site at La Puente Drive and Valley Blvd in La Puente at 1030AM enroute to downtown Los Angeles to depart Union Station at 1115AM and Maple Avenue Lot at 1130AM for an excursion over former LAMTA/RTD Line 60 between Los Angeles and Yucaipa also serving El Monte, Pomona, Riverside, San Bernardino and many other points enroute. Come out for a chance to get the photos you missed. $15 per person donation. Planned return downtown is about 400PM and 500PM in La Puente followed by dinner in a nearby restaurant and slides and movies later in the evening.

The Motor Bus Society Fall Meeting is scheduled for three days in the San Francisco Bay Area on September 25 thru 27 preceeding the American Public Transit Association Annual Conference. Although details are still to be worked out preliminary thoughts include visits to YOLOBUS, REGIONAL TRANSIT in Sacramento, U. C. Davis, Vallejo, CCCTA, WHEELS/RIDEO, Gillig factory, perhaps south to Santa Clara and Santa Cruz counties and a variety of charter operators.

Keep these dates open and support the other organizations events.

FEBRUARY 1987 WESTERN TRANSIT

GREYHOUND CORPORATION (TGC)

PHOENIX: During December TGC officials announced sale of GREYHOUND LINES, INC., the bus operating subsidiary, to a Texas investor group for more than $350 million. TGC Chairman John Teets had threatened to sell the bus firm if the Amalgamated Transit Union which represents bus drivers and mechanics would not grant substantial concessions in its labor contract. Although GL and its predecessors have been in the intercity bus business since 1914 and carried more than 70 million passengers in the late 1960s since the deregulation of airlines in 1978 and the Bus Regulatory Act of 1982 which allowed new bus lines to enter the industry, both charter and regular route, annual ridership has fallen to about 30 million. The new owners, GLI Holding, Inc., includes Fred G. Currey of Dallas who was Chairman and Chief Executive Officer of Trailways, Inc. between 1974 and 1980 and two of his associates in Bus Lease, Inc., Craig B. Lentzsch, BL President, and P. Anthony Lannie, BL Executive Vice President. BL was organized in 1980 and presently owns and leases about 1100 buses to many small and medium size bus firms across the country. The purchase, which is scheduled to be completed on March 18th, includes retention of the GREYHOUND LINES, INC. name and the sprinting dog, its famous logo, and among the three most recognized trademarks in the world. Currently the agreement with ATU has been extended without changes until the date of sale to Currey. Although ATU leadership had recommended acceptance of Teet's last offer the membership rejected that pact. An agreement was then worked out for the extension. Currey originally proposed a new pact to ATU for implementation following the sale which included wage cuts plus reductions in vacation days, holidays and sick leave. Following a series of discussions between GLI Holding and ATU officials there was tentative agreement on a pact which includes guaranteed job security for employees with at least five years of service and incentive pay. The tentative agreement will be submitted to employees for a vote. Corporate headquarters are planned to be moved to Dallas (also home of TRAILWAYS, INC. corporate offices) and between 50 and 100 employees presently in Phoenix will be asked to move. GL's recently established general accounting office in West Des Moines, Iowa and Telephone Information Centers in Omaha, Nebraska and Charlotte, North Carolina will also be retained. In the works will be purchase of 275 MCI 102A3 motor coaches for about $50 million. TGC will retain ownership of VERMONT TRANSIT LINES; TEXAS, NEW MEXICO & OKLAHOMA COACHES: GREYHOUND LINES OF CANADA and BREWSTER TRANSPORT COMPANY. TGC has signed a letter of intent to purchase the transit bus manufacturing business of General Motors Corporation although terms have not been disclosed. GMC currently produces transit buses at plants in Pontiac, Michigan and St. Eustache, Quebec, Canada and current plans do not call for changes. Whether or not Motor Coach Industries, Inc. plants in Pembina, North Dakota or Transportation Manufacturing Corporation plants in Roswell, New Mexico will be affected by the GM purchase is unknown at this time.

On the service side of GREYHOUND LINES, INC. beginning with the winter schedules all service in the states of Washington and Oregon and selected schedules in California are now being advertised as "non smoking". A new East Los Angeles station has been open near 8th and Soto and selected schedules on the LOS ANGELES-SAN YSIDRO-TIJUANA route, the one schedule between Los Angeles and El Paso, operated as "Autobuses De Latino", and the trinnational TIJUANA-VANCOUVER schedule, the only U. S. land service that begins in a foreign country, crosses the U. S. and terminates in a different country, all serve the new East Los Angeles station.

SIERRA NEVADA STAGE LINES (SNSL)

RENO: The WENDOVER-LAS VEGAS VIA ELY route has been discontinued. The Las Vegas-Ely portion of the route had operated one day a week the the Wendover-Ely segment operated twice a week. Remaining service is between Reno and Ely via Fallon and Austin two days a week. The Fallon-Reno segment operates seven days per week. The Las Vegas-Ely-Wendover route has never been successful with records indicating that PONY EXPRESS STAGES, ELY-LAS VEGAS STAGE LINE, LINCOLN TRANSPORTATION COMPANY, BURLINGTON TRAILWAYS and perhaps others have operated this service over time.

EQUIPMENT REPORT

| PROPERTY | FLEET NOS | BUILDER | MODEL/SERIAL | NOTES |
|---|---|---|---|---|
| -NEW- | | | | |
| Visalia City Coach | 6212-6214 | Gillig | 3096TB6V92/G1081510-512 | |
| Arcata & Mad River Trnst Sys | unkn* | Gillig | 3096TB6V92/G1081540-541 | |
| Lawndale Trolley | 116-117 | Specialty | GMC Chassis/Trolleys | 22 seaters |
| Mark IV Charter Lines | 451 | MCI | 102A3/GP0440903 | |
| Antelope Valley Bus, Inc. | 830 | MCI | 102A3/GP0440909 | |
| Orange Belt Stages | (206 | MCI | 102A3/FP0440615 | |
| | (202 | TMC | 96A3/GR005153 | |
| Las Vegas-Tonopah-Reno Stage | (402-404 | MCI | 102A3/GP0440701-703 | |
| Line, Inc | (405-406 | TMC | 102A3/GR005475,481 | |
| | (418 | TMC | 96A3/GR005634 | |
| *-expected to be 908 and 909 | | | | |
| -USED- | | | | |
| San Diego Sports Express | unkn | MCI | MC7/- | GLW 1525 |
| Fun Bus Systems | 8643-8644 | TMC | MC8/S1412,S1408 | GLW 1069, 1065 |
| Transportation Associates | 3608 | GMC | P8M4905A/101 | Christian Carriers 3608 |
| Robinson Charter Lines | 102 | MCI | MC5A/- | GLW 8717 |
| -DISPOSITIONS- | | | | |
| Montebello Municipal Bus Lines | 9356 | GMC | T6H4521A/458 | to pvt party |
| | 9351,57,58 | GMC | T6H4521A/453,459,460 | to COMMUTER BUS LINES |

-FOR SALE-

Santa Clara County Transit District will soon be offering for sale a number of GMC New Looks in two groups, 18 units in the first batch and 36 in the second. The first group will include: 4637 (5302/395), 4801 (5301/3409), 4804 (5302/547), 4808 (5302/678), 4825 (5301/3383), 4828 (5301/3052), 4830 (5301/3061), 4840 (5304/181), 4844 (5304/196), 4850 (5304/244), 4851 (5304/541), 4858 (5302/162), 4859 (5302/240), 4860 (5302/185), 4868 (5302/371), 4875 (5302/251), 4876 (5302/253) and 4880 (5302/375). The second group will include: 4704 (5301/2100), 4710 (5301/2205), 4711 (5301/2206), 4712 (5303/3116), 4800 (5301/766), 4803 (5302/526), 4806 (5302/747), 4811 (5302/716), 4816 (5302/741), 4817 (5301/2696), 4819 (5301/3377), 4820 (5301/3385), 4822 (5301/3392), 4823 (5301/3393), 4824 (5301/2711), 4826 (5301/3386), 4831 (5301/2443), 4832 (5302/523), 4833 (5302/540), 4834 (5302/556), 4837 (5302/713), 4839 (5302/750), 4842 (5304/194), 4845 (5304/201), 4847 (5304/214), 4849 (5304/238), 4852 (5304/591), 4854 (5304/601), 4855 (5304/625), 4856 (5304/102), 4857 (5302/158), 4867 (5302/226), 4870 (5302/237), 4879 (5302/354), 6516 (4517/392) and 6520 (4517/1544).

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