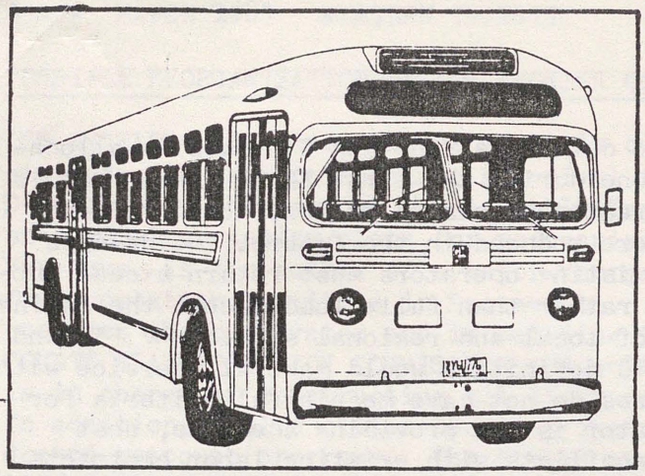


Western Transit

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SAN GABRIEL VALLEY TRANSPORTATION ZONE (SGVTZ)

LOS ANGELES: The Los Angeles County Transportation Commission's enabling legislation requires the Commission to maximize the effectiveness of existing resources and declares that local communities should be given more responsibilities for designing and providing transit service that responds to local needs. That legislation empowers the LACTC to create Transportation Zones if an existing operator cannot provide adequate and responsive transit in a cost effective manner. Last year the LACTC adopted guidelines for the creation of zones which include identified cost savings of over 25 per cent, no adverse impacts to the public, no degradation of overall system efficiency, a willingness of the zone participants to form a cooperative agreement for administering the zone and a local contribution of resources. The zone includes 29 cities and the unincorporated area throughout the San Gabriel Valley. A pre application was submitted to the LACTC last September identifying SCRTD services proposed to be transferred to the zone. These include fifteen local lines and sixteen express lines which serve the Valley primarily or exclusively. The Zone application has been structured to ensure that no adverse impacts will occur to RTD or its employees by formation of the Zone. Zone implementation will be phased by the formation of six competitive procurement packages over a period of two years. The Zone would plan to contract for certain services from RTD including customer information services, timetable production and distribution, use of the El Monte Busway Station and bus stop installation and maintenance. It is planned to transition service between June 1987 and Decem-1988 according to current plans. In June 1987 the LACTC/County of Los Angeles Demonstration Project would begin for a period of three years. At the end of the demo this would become a part of the zone. Services included are 192/194, 291/293, 402, 494 with 405 and 408 to be shared between the County and RTD. In December 1987 Lines 401/402, 483/485, 480/481 and 482 would begin. In June 1988 a local line package of 178, 185, 187, 274/276 and 280 would start as would an express package of 486, 488 and 487/489/491. In December 1988 a local package of 170, 188, 264, 267 and 268 would be programmed. Remaining lines in the Valley would remain as part of the RTD system. The estimates of operating costs or expenditures for the Zone include operating and maintenance service contracts (competitive procurement), RTD service related contracts and zone management and administration. Zone capital requirements would include only the buses needed to operate the service packages and they would be part of each service contract package. Revenues available include Proposition A Discretionary Funds, farebox revenue, UMTA demonstration grants, local contributions by County of Los Angeles and funds associated with the LACTC Demonstration Project. The administrative structure for the Zone is a Joint Powers Authority with a seven person Executive Board and a 29 member General Assembly. It is to be recommended that the JPA take the position initially of not hiring JPA employees and not acquiring capital assets, but rather contracting for all services including management, administrative and operations. Although Zone officials have indicated that there would be no adverse impact on RTD and its employees RTD staff and Board have, so far, taken a less optimistic stance and have indicated there are four financial issues and five legal issues at stake.

SAN GABRIEL VALLEY TRANSPORTATION ZONE Continued

These issues include inequities in the formulas used to determine Zone and RTD subsidy allocation as the LACTC would allocate more subsidy to the zone during the first three years than is currently allocated to RTD. Minimum subsidy level guarantee requested by Zone could reduce available funds to other operators if subsidy levels were reduced in the future. Guidelines would allow Zone to retain unused subsidies although existing operators must return excess subsidy to LACTC. By comparing Zone to RTD marginal cost rather than fully loaded cost the savings is only 13 per cent. There is a different definition of local and regional service by RTD and LACTC. RTD definitions are more restrictive while LACTC definition would make all service within Los Angeles County as regional. LACTC zone guidelines do not have meaningful criteria for determining how it is determined that an existing operator is not providing adequate, cost effective and responsive service. There are possible conflicts with existing labor contracts including a provision that as a condition of transfer or other disposition of RTD facilities or assets that the acquiring entities assume the existing UTU contract. RTD may be liable for 13(c) labor protection claims if it was established that job loss resulted from the transfer of RTD service to other providers and there is possible conflict with state law concerning RTD's operation of a regional mass transportation system. Although there are plans to continue discussing unresolved issues, adjudication of certain issues may also be needed.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning February 1st thirty three lines in the downtown area were rerouted due to construction of the Metro Rail Subway Station at 7th and Flower Streets. Lines operating on Flower and on Seventh were involved. These included 20/21/22/320/322, 26, 38, 51/351, 60/61/360, 81, 419, 423, 426, 427, 430, 431, 434, 436, 437, 438, 439, 445, 448, 460, 462, 464, 481, 495, 497 and 498. Most of the reroutings were one block on either side of the old streets although due to establishment of many new one way streets downtown most inbound and outbound routings are now on totally different streets. The most substantial reroutings included 60/61/360 which now travels inbound via 7th, Spring/Main and 11th to Georgia returning Georgia, Olympic, Olive and 7th. Lines 495 and 498 were also changed to travel inbound via Spring, 1st, Hope/Flower, 6th and Hope to 9th. Outbound route is from 9th & Figueroa via Figueroa, 4th, Flower/Hope, 1st and Spring.

RTD has finally located a site for relocation of Division 6 (Ocean Park). The parcel is located at 12681 West Jefferson Boulevard in the Mar Vista section of Los Angeles and is in a large, fully developed industrial park to the north of Hughes Airport and is now zoned light industrial. The facility would involve the construction of a concrete bus parking area for approximately 145 motor coaches and five light industrial one story structures. Ground breaking is expected next year with completion in 1990. Community opposition to the present location surfaced about five years and RTD and political officials have been pressured by the community to find another location. There has been a transit operating facility in the area since 1902.

A public hearing is scheduled for March 21st to receive testimony on plans to discontinue service on 19 bus lines (147, 192/194, 291/293, 410, 413, 419, 423, 430, 431, 437, 438, 448, 455, 492, 494, 685 and 686) and to increase all passenger fares. Regular fares are proposed to increase from 85¢ to $1, elderly and disabled fares would rise from 40¢ to 50¢, express distance steps from 35¢ to 40¢ per zone, increases in all monthly pass prices and tokens would be sold at 10 for $8.50 offering users a 15¢ discount per trip. Fares for premium priced special services such as special events and race tracks would be increased by 50¢ per trip. Some of the bus lines might be assumed almost immediately by the LACTC/County of Los Angeles Demonstration Project or the City of Los Angeles Bus Continuation Program (only 410, 455 and 685 would not be proposed). Increases in fares are proposed to become effective on June 28, 1987 while service changes would take effect on June 21st.

POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: The legislative struggle over changes in transportation within the county has started with many politicians and rival transit agencies maneuvering for control. Richard Katz, D-Sepulveda, Chairman of the Assembly Transportation Committee held a hearing on February 11th on several competing plans for reorganization (WT 2/87). In addition, Sen. Alan Robbins, D-Van Nuys, is the author of a major reorganization plan which is to be presented to the Senate Transportation Committee in Sacramento. Today, the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT operates the bus system and is building the heavy rail Metro Rail project. The LOS ANGELES COUNTY TRANSPORTATION COMMISSION not only oversees all transit agencies in the county but also is in charge of constructing all light rail lines being funded by Proposition A sales tax funds. In addition, twelve cities operates their own municipal bus systems and there are several dozen demand response programs. The stakes are high. The sales tax returns$322 million a year plus $335 million in federal and state tax dollars. Long range planning is divided between RTD, LACTC plus CALTRANS and the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS further fracturing cohesivenessness. The LACTC wants to move into train operations and is asking the legislature to take away authority given RTD many years ago to operate the rail lines and find another operator. RTD opposes this idea as do both the United Transportation Union representing operators and the Amalgamated Transit Union which represents maintenance employees. The unions believe that LACTC would put the work out for bid and select non union private firms. That dispute has reached the state capitol where unions have power in the Democratic controlled legislature. A part of the reorganization could involve the present division of money. Los Angeles County Supervisor Ed Edelman whose district includes many parts of Los Angeles city wants reorganization because the suburban cities are not using their funds for transit, but officials of the League of California Cities have indicated they will fight to retain their present funding level. The Robbins plan currently has the most momentum and it is almost identical to the one proposed by Los Angeles County Supervisor Deane Dana (WT 2/87) which would replace SCRTD and LACTC with an agency that would have three divisions: operations in charge of bus and rail lines, construction managing all rail and other construction and planning and programming which would allocate government funds, set standards and monitor operations. The planning division would also watch the municipal bus lines in the county. A likely name for the new agency is the METROPOLITAN TRANSPORTATION AUTHORITY. The commission would have at least seven members including one legislator appointed by the Joint Legislatures Rules Committee, one by the governor and two representatives of Los Angeles County smaller cities, one east of the Harbor Freeway and one west. The Mayor of Los Angeles and two members of the Board of Supervisors would make up the others. It is expected that the subject will receive much legislative attention this session.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: Taking just the opposite view of the SCRTD Board on possible reorganization, the LACTC Board has voted to fight for its continued existence and to strengthen its powers by seeking the power to order random audits of RTD and other transit operators. If it finds deficiencies, the commission also wants to be able to take action such as withholding funds. LACTC also wants to be able to change the method of selection for the operators of the light rail lines now being planned or built and the Metro Rail heavy rail system. Despite opposition from scores of homeowners, the Commission recently voted 7 to 4 to include a route along Chandler Boulevard as one of five alternatives for the proposed rail line which will run between Canoga Park and North Hollywood and connect with the Metro Rail heavy rail system.

COMMUTER EXPRESS (CE)

LOS ANGELES: CE, the commuter service between the Encino Park and Ride Lot and downtown Los Angeles operating three trips each weekday using Gillig Phantom suburbans operated by LAIDLAW TRANSIT, INC., was extended from the downtown Los Angeles terminal at 11th and Flower via 11th (westbound) or 12th (eastbound) and Figueroa to Exposition to serve the University of Southern California beginning on January 19th.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes effective with the Fall schedules on September 4th were as follows: 60A-SOQUEL was redesignated 60-SOQUEL and 60B-SOQUEL was discontinued with 60 operating 120 minutely whereas 60A and 60B had alternated hourly. The former school day only inbound 60B short trip between Soquel High School and Capitola was retained and is operated as a 60. 61 was redesignated 61A-DOMINICAN HOSPITAL retaining hourly service 7AM-6PM weekdays and 8AM-6PM weekends. 61B-DOMINICAN HOSPITAL is a NEW large cw loop route running from Capitola Mall via Capitola, 17th Ave, Soquel Ave, Paul Minnie, Rodriguez and 7th Ave to Dominican Hospital, returning Soquel Dr and 41st to Capitola Mall. Operates 120 minutely daily 830AM-430PM. One coach serves 60, 61A and 61B alternately on a 61A-60-61A-61B rotation. Service on Watsonville local routes was also changed as 77-INDUSTRIAL VIA LEE ROAD had operating hours reduced from 630AM-730PM to 730AM-530PM weekdays and from 730AM-730PM to 830AM-530PM weekends. 78-INDUSTRIAL had operating hours reduced from 615AM-715PM to 715AM-515PM weekdays and from 715AM-715PM to 915AM-515PM on weekends. 79-EAST LAKE was shifted from E. Lake to E. Beach between Hushbeck and Lincoln and had operating hours reduced from 550AM-750PM to 650AM-550PM weekdays and from 650AM-750PM to 850AM-550PM weekends. Full school term service on 1-UNIVERSITY with five minutely school day service between 800AM-1030AM and 100PM-500PM was restored with the beginning of the UCSC Fall semester on September 22nd. Weekday service at other times is 15 minutely to 800PM and half hourly to 1130PM with the last trip from Metro Center at 1215AM. The free CAPITOLA BEACH SHUTTLE which reverted from daily to weekend only service after September 8th and had been planned to end September 28th as is normal for this seasonal line was extended to run indefinitely on weekends and was still operating as of the first weekend in December. Service on the seasonal SANTA CRUZ BEACH-MALL SHUTTLE ended as scheduled on Labor Day.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: GLOSF locked out their bus operators, members of Teamsters Union Local 860, beginning on January 20th, in a dispute over wages and fringe benefits. Other companies will be supplying buses and drivers for the tours although GLOSF will maintain the sales operation and control the tours. Under the previous contract that expired on December 31st but which had been extended, drivers earned $10.55 per hour in wages and $6.95 in benefits (Teamsters say benefits were $4.45 an hour). GLOSF wanted employees to accept a $4.50 cut in wages and benefits. Teamsters officials said that drivers accepted a 30 per cent cut three years ago and oppose further cuts. GLOSF lost $1.5 million last year and has not been profitable since GROSVENOR BUS LINES, LTD. purchased the company from the Greyhound Corporation in 1980.

GOLDEN GATE TRANSIT (GGT)

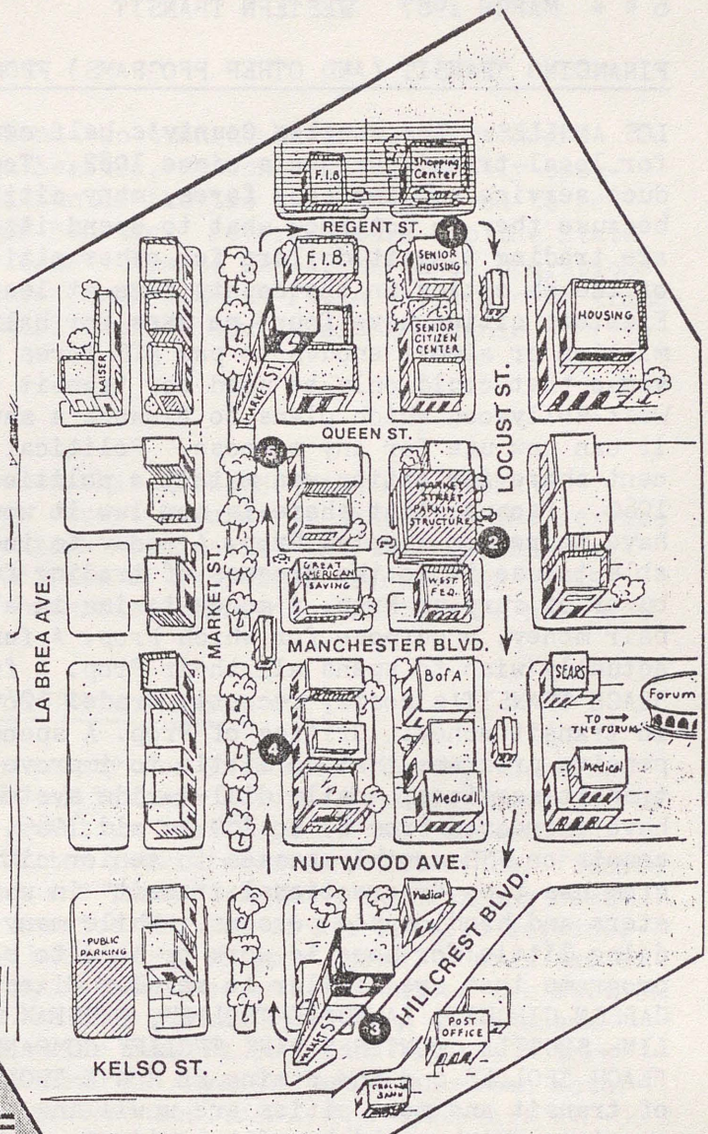
SAN RAFAEL: Reacting to a continuing decline in riders, GGT staff has recommended a 17 per cent reduction in commute service meaning 65 fewer one way trips on a typical weekday. Six mechanics and nineteen full time bus operators would be furloughed and $1.3 million annually would be saved. Staff has also recommended turning over the GGT ferry boat feeder service to private operators - buses meet ferries at both Sausalito and Larkspur. A full public hearing is to be scheduled later this month. One of the reasons for the patronage decline is a major shift in commuting patterns as more jobs are moving out of San Francisco to both the North Bay and East Bay with a smaller number of people making long commute trips.

PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: PSC's AIRPORTCOACH Division has applied for a PSC between John Wayne Airport and Ontario International Airport via Alicante Princess Hotel (Garden Grove), Anaheim AMTRAK Station and Brea Mall as well as On Call van service using 12 passenger vans between points in Anaheim and Buena Park connecting at either Anaheim AMTRAK or Brea Mall. The On Call service would have an extra $5.00 fare. The Public Utilities Commission has set a hearing for March 12th on the application.

THE I LINE SHUTTLE (I LINE)

INGLEWOOD: Using a portion of its Proposition A sales tax funds the City of Inglewood inaugurated I LINE on November 17th for a six month trial. The service was initially designed as shown on the map to the right, a one way loop via Locust, Hillcrest, Market and Regent to Locust on a ten minute headway Monday thru Saturday between 930AM and 630PM. Although the service provider is currently unknown the vehicle used is a one door, 13 seat Flxette Trolley painted with green over orange with creme trim. The seats are wooden with brown courduroy cushion seats, air conditioning, globe lights and two way radio. Since the service has been operating two routing changes have been made expanding the size of the loop and increasing the headway to every fifteen minutes. At the northern end the I LINE now travels on Market to Florence to Locust and on the south end buses travel Locust to Nutwood to Spruce to Market. The I LINE is free of charge and shoppers are being urged to park in the Market Street Parking Structure and ride the I LINE downtown. Shuttle administrators are presently conducting a survey of riders, non riders and merchants to determine the effectiveness and public awareness of I LINE which information will be used to plan service improvements.



The I-LINE SHUTTLE
CITY OF INGLEWOOD

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: On January 1st SDTC raised all classes of fares - local fare is now $1.00, express fare is $1.25, seniors/disabled are 50¢, Regional Passes are $40 and Seniors/Disabled $20. A number of service changes were made beginning February 1st. Saturday service on 4-CLAIREMONT-LOMITA VILLAGE is now half hourly, weekday service to La Mesa on 7-UNIVERSITY AVENUE is now galf hourly, late night trips on 35-OCEAN BEACH now operate only to Ebers Street and Point Loma Avenue and 43-ALLIED GARDENS-SAN DIEGO was extended from Princess View and Waring Road in Allied Gardens via Warning Road, Interstate 8, College Avenue, Lindo Paseo and Campanile Drive to the San Diego State University SDTC Bus Station. Service seven days per week was extended.

SUPPORT THE SOCIETY BY ATTENDING MEETINGS AND OUTINGS AND SENDING INFORMATION TO WT

FINANCING TRANSIT (AND OTHER PROGRAMS) FROM PROPOSITION A RECEIPTS

LOS ANGELES: Los Angeles County's half cent sales tax has raised over one billion dollars for local transit projects since 1982. Today, when RTD is short of funds and may have to reduce service and incfease fares, many cities are sitting on most of their share of the money because they do not know what to spend it on. They cannot use it for other purposes so many are trading transit dollars for other cities' general purpose funds at a discount rate. Half of the 84 cities in the county have at least 25 per cent of their transit money lying idle. Eighteen cities have found no uses for half of their funds. The local surplus is almost $116 million or almost enough to pay RTD fares for one year. Armed with $600,000 in sales tax revenue that could only be used for transit related purposes, San Dimas recently traded it to West Hollywood which plans to finance a shuttle bus service. San Dimas received $300,000 that it can now use for any purpose. Political officials acknowledge that Propisition A's 25 per cent share for cities was mainly a political move to gain support for the ballot measure in 1980. Because that share is now law it would take another countywide vote to change it. Cities have to return surplus Prop. A money to the Los Angeles County Transportation Commission if unable to use it so the process of trading funds came about. The LACTC itself has become a major buyer of surplus Prop. A money taking in about $7.5 million for trades that give out road repair money, a purpose for which Prop. A funds cannot normally be used, but which many cities actually wish to spend all their Prop. A funds for. Long Beach, which funds a portion of LONG BEACH TRANSIT's costs, recently traded $269,532 in road repair money to Maywood for $444,672 in transit money. Critics of Prop. A spending claim some of it is being spent on overly expensive programs that do little to improve regional transit. The number of specialized local transit services, mostly dial-a-ride systems for elderly and handicapped or the general public, have increased from 63 to 189 by mid 1985. In thirty one cities funds are used to provide discounts on RTD monthly passes to senior citizens and handicapped persons. Another common program has been "recreational transit" in which cities subsidize bus trips for seniors, youngsters and handicapped persons. While many of these programs are politically popular they are doing little for home to work or home to school types of trips. There are examples of Prop. A programs that are similar to regular fixed route general public services. They include THE CARSON CIRCUIT, LAWNDALE TROLLEY, FAIRFAX TROLLEY, SAN PEDRO TRANSPORT, GLENDALE BEELINE, I LINE SHUTTLE, MONTEREY PARK TROLLEY COMPANY, ROSEMEAD SHOPPERS EXPRESS, the former MANHATTAN BEACH TROLLEY and the coming EL MONTE TROLLEY. SCRTD has traditionally been the major provider of transit and most cities are unwilling to fund RTD projects and are also reluctant to fund services which would benefit residents of adjacent cities. Experience over the past several years with Prop. A funds and the political realities of financing transit would suggest that the pattern of surpluses and trades and the leaning toward fractionalizing transit is likely to continue until such time as outside events (funding crises, fuel crises) cause a turnabout in local thinking.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent decisions of and applications before the Commission;

TRAILWAYS LINES, INC. was authorized to abandon its passenger stage certificate between Sacramento and the California/Oregon state line - PACIFIC TRAILWAYS continues to provide service on the route.

PEG BAUER'S BIKE SHOP, INC. was granted a psc between points in Fresno County.

M F Sims (SIMS EXECUTIVE AIRPORT SHUTTLE) has filed an application to transfer its psc to FLIGHT LINE AIRPORT SHUTTLE and increase passenger fares by $2.00 between Los Angeles and LAX.

C W McGill Jr (BASGILL, INC.) has filed for a permanent passenger stage home to work service certificate between points in Santa Clara County.

* MARCH 1987 WESTERN TRANSIT

NORTH COAST TRANSIT (NCT)

SEASIDE, OREGON: The State of Oregon has agreed to lend two transit buses to NORTH COAST TRANSIT COMPANY to provide a city wide bus service in Seaside, Oregon. NCT presently operates a SEASIDE-ASTORIA route using one bus. The addition of the two buses (believed to be Argosy buses) will enable NCT to offer city service in Seaside. Several years ago the State of Oregon acquired a number of Argosy buses and has loaned them to small, marginal operations within the state. These two buses are being transferred from Klamath Falls where a city transit system has ceased operation. Service in Seaside will operate hourly along Necanicum Drive and to Seaside General Hospital.

BROWN LINES, INC. (BLI)

WHITEFISH, MONTANA: BLI operated formmany years between Whitefish, Montana and Spokane, Washington via Sand Point, Idaho (one round trip daily except Saturday). Recently the service was trimmed to operate between Whitefish and Troy, Montana eliminating the Troy-Spokane segment (on September 16, 1986). In the February 1987 edition of Russell's Guide BROWN LINES is gone entirely (Ed. Note - Whether the service has been discontinued or whether BL has just stopped its listing is presently unknown).

SNOHOMISH COUNTY PUBLIC TRANSIT BENEFIT AREA d/b/a COMMUNITY TRANSIT (CT)

EVERETT, WASHINGTON: CT is the public transportation agency for Snohomish County, the area just north of King County (Seattle) and it provides local transit service, special service for elderly and disabled and commute service to and from downtown Seattle. CT has achieved an annualized seven per cent growth in ridership over its ten year history and lately has focused on upgrading its commute service with better equipment and faster response to changing demographics. In 1985 CT offered for competitive bid, a service program of its Seattle service. ATE Management and Service Company was the successful bidder out of four firms. Under the CT agreement ATE furnishes the buses, operators, garaging, maintenance and guarantees the service levels agreed upon. Novel to this agreement is the fact that Morgan Brothers, an adjacent GMC heavy truck dealer has been contracted by ATE for major repairs and that General Motors Acceptance Corporation has financed the pruchase of 49 new GMC Advance Design suburban motor coaches through a five year lease agreement with a guaranteed residual. The buses are RTS-06 models with luxury seating, package racks, individual reading lights and a rear exit door. Seat platforms are only back of the exit door, but forward facing seats throughout except over front wheel housings. Only local funds are involved with no UMTA capital funds expended.

GREYHOUND LINES, INC. (GL)

PHOENIX, ARIZONA/DALLAS, TEXAS: In late February unionized GL drivers, mechanics and other employees voted 3526 to 1476 to ratify a three year labor agreement that calls for a 20 per cent reduction but with incentive pay plans that could offset part of the wage cut. Wages will go from 37 cents per mile to 30 cents per mile. The new pact will take effect on March 10th, the day that GLI HOLDING, INC. assumes ownership of the nationwide bus firm from the Greyhound Corporation. Dissident union leaders had tried, through the United States District Court, to delay the vote because they were misled about the proposed contract or improperly denied the right to mail opposing arguments. GLI plans to reconnect GL's route network with rural areas cut off by deregulation. Plans call for retired GL drivers operating vans paid for largely by the towns to be served. GLI is also hoping to beef up contract services with transit authorities airports and airlines. Known contracts today include one with SAN MATEO COUNTY TRANSIT DISTRICT for Peninsula Commute service and one with America West Airlines for service between Phoenix's Sky Harbor Airport and Scottsdale.

SUPPORT SOCIETY ACTIVITIES INCLUDING WT, MONTHLY MEETINGS AND PERIODIC EXCURSIONS

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Sonoma County Area Transit	175-189	Neoplan	AN440A/GL013615-13629	
Chico Area Transit System	961-962	Gillig	3510?TB6V92/G1081576-1577	
Everett Transit System	(2403-2410	Gillig	3596TBL10/H1081578-1585	
	(2411-2417	Gillig	3596TBL10/H1081616-162?	
County Connection (CCCTA)	800-806	Gillig	3096TB6V92/G1081591-1597	
Vallejo Transit Lines	59-61	Gillig	4096TB6V92/H1081598-1600	
Metro Transit Authority (Tulsa)	(8601-8619	Flxible	35096-6T/GD097297-315	
	(8620-8625	Flxible	40096-6T/GD097291-296	
	(8626	Flxible	35096-6T/GD097844	
Beach Cities Charter	821	TMC	102A3/GR005485	
El Paso-L. A. Limo Express	545	MCI	102A3/FP040449	
Mark IV Charter Lines, Inc.	452-453	MCI	102A3/GP040004-905	
-USED-				
West Valley Charter Lines	(902	MCI	MC9/U3409 S1405	Ballys Casino -
	(905	MCI	MC9/U35115 S1408	Leisure Line -
	(917	GMC	PD4107/078	Carolina Twys -
	(924-925	GMC	PD4903/324-325	orig Manhattan Coach -,-
	(926	GMC	PD4903/228	orig Kevah Konner
-DISPOSITION-				
Amador Stage Lines	4508	GMC	T6H4521A/402	to pvt party
AC Transit	2300-2302	Neoplan	AN408/EL013523-525	to Kitsap Transit
Americoach	77	Prevost	2P9L/B1001856	to E & H Entrp.
Buena Park Hotel	unnumb	GMC	TDH4516/123	orig AC 445, now for sale
Greyhound Lines, Inc.	shown below	TMC	MC8/shown below	

Fifteen GL MC8 buses are at AIRPORT SERVICE, INC.'s Anaheim yard, all apparently for sale - 7767-S1926, 7768-S1927, 7772-S1931, 7774-S1933, 7775 S1934, 7777-S1936, 7779-S1938, 7783-S1942, 7785-S1944, 7788-S1947, 7790-S1949, 7791-S1950, 7793-S1952, 7796-S1955, 7798-S1957

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

WEST COACH MOTOR COACH SOCIETY excursion to San Bernardino using a TDM 4515 on March 8th