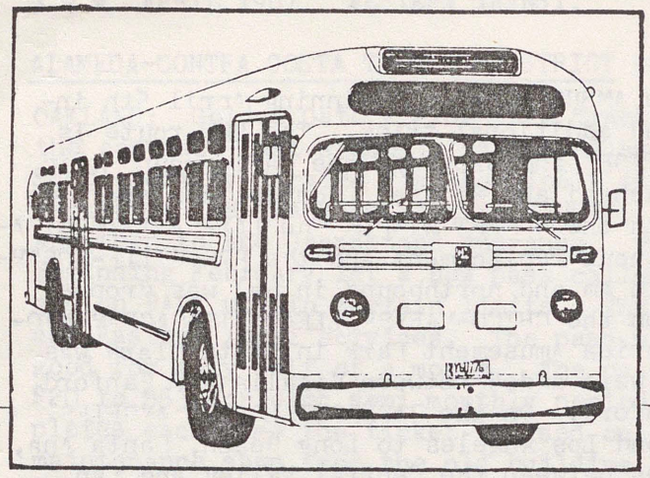


Western Transit

Monthly Publication of The Western Transit Society

VOL. 25 NO. 4 APRIL 1987

SOUTH COUNTY AREA TRANSIT (SCAT)

GROVER CITY: A relatively new transit operator, SCAT began operations on July 1, 1986 in the central coast area of California. The new system consists of four local routes serving Shell Beach, Pismo Beach, Grover City, Oceano and Arroyo Grande, all communities in San Luis Obispo County. All service begins and ends at Ramona Park in Grover City. Route 1-PISMO & SHELL BEACH and 2-OCEANO & GRAND AVENUE operate hourly between 730AM and 500PM weekdays only while 3-ARROYO GRANDE VILLAGE-HIGH SCHOOL and 4-HOSPITAL, LIBRARY & K MART operate once an hour between 800AM and 530PM also weekdays only. Two buses are required to provide service with a third acting as a spare. Three new lift equipped 30 foot Gillig Phantom transit buses were purchased for this operation - #1-#3, Gillig 3096TB6V92/G1081467-1460. Cash fares are 50 cents with ten ride tickets priced at $4.50 also available. The service is provided under contract to SCAT by SANTA BARBARA TRANSPORTATION.

FUN BUS SYSTEMS, INC. (FBS)

ANAHEIM: Anaheim based FBS started a second airport service connecting Newport Beach, Irvine, Costa Mesa and the Los Angeles International Airport on February 2nd. Called SOUTH COAST-LAX AIRLINK the service operates nine daily round trips using two buses, usually MC-9s, charging adult fares of $13.00 one way $23.40 round trip and children's fares of $7.00 one way $12.60 round trip. Terminals include the Four Seasons Hotel in Newport Center, The Irvine Hilton & Towers on Jamboree Road and the Westin South Coast Plaza Hotel. Courtesy pick up and drop off on call service is also available to and from the Irvine Holiday Inn and Irvine Marriott Hotel.

REGIONAL TRANSIT (RT)

SACRAMENTO: The RT METRO Light Rail's NORTHEAST Line operating between Watt Avenue and Interstate Highway 80 and downtown Sacramento at 13th and R Streets opened for business on March 12. The other half of the project, the FOLSOM Line, is scheduled to be opened next fall. Service operates every 15 minutes between 6AM and 6PM and half hourly thereafter to 10PM on weekdays, every half hour between 8AM and 7PM on Saturday and every half hour between 830AM and 6PM on Sundays and holidays. Nine bus lines (14, 15, 19, 23, 25, 29, 46, 87 and 93) were altered to connect with the LRT line. Passengers who formerly used Lines 14, 19, 29 and 46 for travel to and from downtown Sacramento are now required to transfer between the bus and the train to do so. The complete system will have 28 stations including eight with free parking lots and the system's 26 double articulated light rail cars, painted in traditional RT white with blue and gold striping, are products of Seimens-Deuwag of West Germany. Light Rail fares are the same as on the buses and passengers must producee proof of fare payment to roving RT Metro fare inspectors.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: There were substantial changes made in the AMBUS service beginning April 5th including one new route, discontinuation of two others and additional trips. The NEW route is BAKERSFIELD-BARSTOW which is operated by ORANGE BELT STAGES and provides one daily round trip for both AMTRAK and CRS passengers and also serves Tehachapi and Mojave. Connections are made in Bakersfield with the SAN JOAQUINS and in Barstow with the DESERT WIND. The LAY-SANTA MONICA-WEST LOS ANGELES-LOS ANGELES route was discontinued without replacement and the ROSEVILLE-NORTHEAST SACRAMENTO-SACRAMENTO-STOCKTON route (southbound in am and northbound in pm) was dropped with that bus now operating a second daily round trip on the CHICO-MARYSVILLE-DAVIS-SACRAMENTO-STOCKTON route. BART/Fremont was dropped and Great America Amusement Park in Santa Clara was added on the SAN JOSE-STOCKTON route. Two round trips were added between Visalia and Hanford to allow travel between Visalia and points south of Hanford. On the BAKERSFIELD-LOS ANGELES route the bus for trains 710 and 711 were extended beyond Los Angeles to Long Beach, Santa Ana, Oceanside and San Diego to provide overnight connections between the Central Valley and San Diego. Previously there was a six hour wait in the Union Station going southbound and a four hour wait going northbound. Listed below is the schedule for the night buses:

1115PM	Bakersfield-Amtrak	605AM
1250AM	Saugus-Ranch House	415AM
115AM	Van Nuys-Flyaway	350AM
155AM	Los Angeles-LAUPT	310AM
240AM	Long Beach-LB Plaza	225AM
317AM	Santa Ana-Trnsp Cntr	148AM
432AM	Oceanside-Trnsp Cntr	1233AM
535AM	San Diego-Amtrak	1130PM

At the Los Angeles Union Station AMBUS service now loads and unloads at the Bus Arcade adjacent to the south patio in the same area as TRAILWAYS LINES, INC. is located. Previously, AMBUS used the area in front of the station on the Alameda Street side.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Eighteen of SDTC's Flxible New Look buses have been completely rebuilt with rear doors added and both electronic headsigns and public address systems added. Painted in the same scheme as the Gilligs came, the units include 702-705, 709-716, 718-719, 722-725. The other seven buses are for sale along with eight TCH 4519s 601-608.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB has awarded a $17.9 million contract to Herzog Contracting Corporation of St. Joseph, Missouri for construction of the 4.5 mile segment of the SAN DIEGO TROLLEY from Euclid Avenue in southeast San Diego to Spring Street in La Mesa, a section including four stations. The other contract, for the remaining 6.6 miles between La Mesa and the El Cajon Transit Center, should be awarded soon. The project is presently scheduled to be completed in August 1989.

CHICO AREA TRANSIT SYSTEM (CATS)/BUTTE COUNTY TRANSIT (BCT)

CHICO: The five city route bus system of CATS with its six Bluebirds and two Gilligs and the two suburban routes of BCT with its fleet of two Gillig Phantoms and one Superior Transliner are now being operated by COMMUNITY TRANSIT SERVICE, INC. of Santa Ana. Previously, WESTCOACH of Chico operated both systems and CTS said it was committed to hiring all of WC's approximately 100 employees. CTS operates a number of other transit systems within California.

Support the Society by sending in news stories, attending meetings and excursions

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Golden Gate Fields Race Track service is again being provided by ACT (VISTA had the contract last season). The 1987 season began February 10 and will run through June 28. Supplementary Service via the Line L is operated from San Francisco's Transbay Terminal directly to the track leaving at 1100AM. The route operates via Eastshore Highway to Gilman and then to the Grandstand entrance. The one way fare is $2.25 with ACT passes not accepted. Beginning February 1st a new pass called "AC/BART Plus" went into effect on ACT local lines and on BART within certain limits. The new pass is designed for frequent BART riders who also use Eastbay local services. The pass works like the regular Monthly Pass except that it is good for only half of a month. The pass is purchased in one of eight BART values ranging from $20 to $53 for each semi monthly period and the stored value (like current BART tickets) depletes each time the ticket is used on BART. The Emeryville (D2) Division recently moved its maintenance shop from the old building to the new one leaving only Central Dispatch as the last to be in the old building. As soon as Motorola finishes installing a new radio system in the new bui lding Dispatch will move and the old building will be torn down which will complete rebuilding of the division. Construction continues at the East Oakland (D1) Division for the new maintenance building. A Contractor has been selected and construction should begin soon. The Richmond Division (D3) is currently seeking a temporary site to house its buses and dispatch office. As a part of the rebuilding plan the present dispatch office is to be the site of the new fuel island, hence the move. Buses will be serviced at the current site and then driven to the new site where they will be dispatched. Projected opening date for the new General Office located at 1600 Franklin Street at 15th Street in downtown Oakland is during this month. ACT will probably be the only transit agency around the country to have four completely rebuilt operating divisions and a new General Office. A public hearing was held on March 25th to take public testimony on plans to restructure present Lines E-CLAREMONT-SAN FRANCISCO and 65-DWIGHT WAY-ASHBY AVENUE. Line 65 would be rerouted to operate from west Berkeley via Dwight Way to Ashby and Domingo Avenues, then continue by Claremont and 40th St to BART/MacArthur. At the same time Line E-2 would be discontinued meaning night, Sunday and holiday service on Claremont would be discontinued. NEW Line 6-ASHBY AVENUE would be created extending from BART/North Berkeley via 7th Street and Ashby to Domingo and then continuing to Caldecott Lane. In addition, the eastern terminal of commute hour EX-CLAREMONT EXPRESS would be relocated from Ashby and Domingo to Caldecott Lane. Lines 6 and 65 would have coordinated schedules at Ashby and Domingo.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT officials have programmed a seventeen per cent reduction in bus service into their FY 87/88 budget and have begun holding hearings on the changes. Two lines are proposed for discontinuance including 36-TERRA LINDA and service would be reduced on eighteen others. Forecasts indicate continuing declines in GGT business to and from San Francisco as job shifts to the North Bay change travel patterns. GGT is also searching for new revenue sources as well which could include a county vote for a half cent sales tax for transportation and the very controversial idea to raise Golden Gate Bridge tolls, presently $1 Sunday through Thursday and $2 on Friday and Saturday.

COUNTY TRANSIT (CT)

SAN JOSE: CT has another bus in the color scheme of a local radio station. The bus is 1607, a 1981 Grumman and it is painted in a red, white and blue patrotic scheme. This is the second bus to be painted for a radio station, the first is 1700, also a Grumman, for station KOME. Local radio stations advertise heavily with CT and the buses are rotated on routes so they get a lot of exposure. The O & R Department at CT's Agnew Yard, under the direction of Chuck Scarborough, has done an outstanding job on both 1607 for station KEEN and the 1700 for KOME.

Third Annual West Coach Motor Coach Society Open House and Dinner will be June 6, 1987.

SAN GABRIEL VALLEY TRANSPORTATION ZONE (SGVTZ)

LOS ANGELES: The plan to turn over the majority of bus service throughout the San Gabriel Valley to private providers (WT 3/87) received a major blow when the Pasadena Board of Directors (city council) voted 6 to 1 not to join the Joint Powers Authority rejecting the proposal as risky and vague and questioning cost savings assumptions. Pasadena, Rosemead and La Puente have rejected the plan, San Gabriel will not take a stand and Monrovia has yet to vote. The other twenty four cities have approved the plan. The office of County Supervisor Pete Schabarum, who devised the program, has indicated that the rejection by Pasadena will not harm by the SGVTZ idea, but other people have suggested that due to the city's size and influence in the area the rejection could have an impact on other cities and the Los Angeles County Transportation Commission. San Marino officials have indicated an interest in determining Pasadena's approach and LACTC Commissioner Christine Reed indicated surprise as she was under the impression that all the cities supported the idea. The Pasadena Board agreed to monitor the proposal and may join later if a pilot proposal scheduled to start this June in the Pomona area is successful. This is the LACTC/County of Los Angeles Demonstration Project to have current RTD Lines 192/194, 291/293, 492 and 494 contracted for by other providers and to have joint operation of RTD Lines 495 and 498 between RTD and a county sponsored provider.

POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: On April 7th the State Assembly unanimously approved legislation to abolish the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and replace it with a super agency having authority over bus and rail lines and highways within Los Angeles County. The Senate is working on similar legislation and legislative consent is expected and then the measure would be sent to Governor George Deukmejian who is expected to sign the bill. The Assembly bill (Katz, D-Sepulveda) would abolish SCRTD on February 1, 1988 with the District's power going to a reconstituted Los Angeles County Transportation Commission which would become the super agency. A likely name for the new agency is the METROPOLITAN TRANSPORTATION AUTHORITY. It would be in charge of all rail line planning, construction and operations and most countywide bus operations and would recommend new highway routes to the California Transportation Commission. In this new role the agency would hold the key to much future development. The reconstituted agency would be governed by a board consisting of the five Los Angeles County supervisors, the mayor of Los Angeles, two members of the Los Angeles City Council including one from the San Fernando Valley, a Long Beach City Council representative, two representatives of other cities in the county, a non voting member appointed by the governor and non voting members from Orange, Riverside, San Bernardino and Ventura counties. The rapid progress of the legislation surprised even the backers of the plan. Two key decisions made in Sacramento have made speedy action possible. Lawmakers decided early to avoid action that would affect present RTD labor contracts which have strong worker protection provisions and which have been criticized by certain political officials, particularly County Supervisor Pete Schabarum, who wish to turn over much of the work of public agencies to private enterprise. Instead of dealing with the union issue in the legislation, drafters decided to leave it up to the agency during contract renegotiations. A second key move was to guarantee that small cities with their own bus lines would continue to receive the same subsidy from the half cent transit sales tax (Proposition A) that they presently do. (Ed. Note - if the name and initials MTA are used history will be repeating itself. When the three largest remaining private transit companies were consolidated on March 3, 1958 into a single public agency it was the LOS ANGELES METROPOLITAN TRANSIT AUTHORITY or MTA which agency existed as transit operator and planning agency until November 5, 1964 when it was replaced by the SCRTD. In today's world of transit, finances and politics are very dominant factors, locally and across the nation. As financial resources become even more scarce innovative ways of handling traditional issues will become quite important.)

TRAVIS EXPRESS, INC. (TEI)

FAIRFIELD: Presently providing service between Travis Air Force Base and both Oakland and San Francisco Airports, TEI has filed an application to operate "on call" between points in Solano County, Sacramento and Sacramento Metropolitan Airport.

WESTERN GREYHOUND LINES (WGL)

SAN FRANCISCO: March 18th brought a change in ownership from the Greyhound Corporation to GLI Holding, Inc. (WT 3/87) and with it came some changes in employment. In the west drivers along with mechanics and painters have new labor contracts calling for reductions in pay and other provisions with some pay reductions between 15 and 40 per cent. The new hourly rate for drivers in San Francisco is $7.50 with a $6.50 rate in effect outside the city. There were reports that at least 70 drivers in Northern California, Nevada and Utah had indicated they would resign rather than accept the wage changes. Less fortunate were the 67 car cleaners employed in San Francisco and represented by Teamsters Automotive Employees Local 665. They were the only WGL union not offered a new contract and all were laid off. A few workers may be rehired, but plans call for this work to be contracted out. On April 5th the STOCKTON-SONORA service was rearranged. Formerly the schedule departed from Sonora to Stockton in the morning and returned from Stockton in the afternoon. On Sundays the route was covered from Stockton with the bus making a round trip from Stockton. Now the service departs Stockton at 600AM and leaves Sonora at 755AM five days per week only. Service between Sonora and Pincrest is listed as summer only. The STOCKTON-SAN FRANCISCO VIA ANTIOCH schedules, which are scheduled to be turned over to CALAVERAS TRANSIT COMPANY at an early date, were changed to five days per week with a bus leaving San Francisco and making a Pleasant Hill round trip. Another bus originates in Stockton and operates to Pleasant Hill returning to Stockton. The Stockton-Sonora driver handles the Stockton-Pleasant Hill run to complete his assignment.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Following six months of contract negotiation talks and a twelve day work stoppage during December 1986 both OCTD Bus Operators, represented by Local 19 of the United Transportation Union, and the OCTD Board of Directors have approved a 36 month agreement including pay hikes of 2%/2%/2.5%/1% which would cause the highest wage rate to be $14.01 in June 1989. There are no cost of living allowances in this pact. Other provisions include an increase in part time bus operators from 10 to 20 per cent of the full time work force, a stricter attendance policy, job sharing (a provision allowing operators to trade shifts among themselves resulting in some four day work weeks), allowing private firms to operate special services and continued discussions on a drug testing procedure. The pact also provides amnesty for eight operators who drew suspensions for their activities during the December work stoppage and three who were terminated will regain their jobs.

PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: The AIRPORTCOACH Division of PSC has been authorized to institute on call passenger stage service between points in Buena Park and Anaheim connecting with APTC buses either at Brea Mall or Anaheim AMTRAK. Approximately March 1st both the LAX-SAN DIEGO and LAX-PALM SPRINGS airport bus routes were suspended for reasons presently unknown (Ed. Note - one report was that the action was caused by a strike but WT understood that the firm was not unionized so the issue remains unclear).

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Recent Commission activities include:

Application of CAPITOL CITY CO-OP COMMUTE to increase fares by 5.78% between Sacramento and SFO

TRAILWAYS LINES, INC. application to abandon passenger stage services between San Francisco and California/Nevada state line near Reno (PACIFIC TRAILWAYS is now operating in this corridor).

D. Abadinsky et al (AIRPORT FLYER BUS COMPANY) has applied for passenger stage and express services certificates between Los Angeles International Airport, Los Angeles and other counties.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The Long Beach-Los Angeles light rail line came a step closer to construction last month as Los Angeles Superior Court Judge Ricardo Torres ordered the City of Compton to issue permits necessary to begin building the line. Construction had been delayed several months over a dispute between Compton and LACTC officials over the route through the city. The LACTC plan calls for the light rail line to run alongside the freight trackage on Willowbrook Avenue. Compton officials wanted the LRL on Willowbrook with freight traffic diverted to trackage along Alameda Street or to have the LRL run underground through the city. Right of way construction between Washington Boulevard and the Los Angeles River should begin this month and the system is scheduled for completion in 1990.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: On April 26th the totally reconstructed Division 1 located at Sixth and Central in downtown Los Angeles is scheduled to be reopened. At that time present operations at temporary D 1 (former Division 2 at Sixteenth and San Pedro Streets) will be relocated. Remaining based at D1 and moved to the new location will be 14/37-BEVERLY/ADAMS, 16-THIRD STREET, 18-6TH-WHITTIER BLVD, 30/31-WEST PICO-EAST FIRST, 66/67-WEST 8TH-EAST 8TH-OLYMPIC, 460-L.A.-DISNEYLAND, 462-L.A.-NORWALK-HAWAIIAN GARDENS, 496-L.A.-RIVERSIDE-SAN BERNARDINO, 609-LOS ALAMITOS RACE COURSE and 614-L.A.-SANTA ANITA. Lines 26-7TH-VIRGIL-FRANKLIN and 65-WASHINGTON-INDIANA will be transferred from D 1 to Division 3. Line 170-HELLMAN AVENUE-SOUTH EL MONTE will be transferred to Division 3 from Division 9. Moving from D3 to Division 15 will be 177-GLENDALE-PASADENA-CITY OF HOPE. Line 444-LOS ANGELES-ROLLING HILLS-PALOS VERDES will be permanently rerouted out of Marineland, now closed and both 495-DIAMOND BAR PARK/RIDE and 498-GLENDORA-EASTLAND PARK/RIDE will be permanently routed to and from the 9th and Grand area downtown. Midday storage, fueling and cleaning of Line 497-MONTCLAIR-POMONA PARK/RIDE buses from Division 13 will be moved to the new Division 1 location.

Opposition to the relocation of Division 6 to the Mar Vista section of Los Angeles on West Jefferson Boulevard (WT 3/87) has now surfaced. Petitions signed by 2,000 people suggest that the facility would "devastate" their neighborhood. A public hearing on the move is planned for next month.

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Photobus Natland is a small British business run by an enthusiast providing quality color slides and color prints of British and European buses, trolley buses, trams, industrial steam and Post Office vehicles. If you are interested in further information please write to: Photobus Natland, Greenacre Barn House, The Howe, Lyth, Kendal, Cumbria LA8 8DF.

The second WESTERN TRANSIT SOCIETY/WEST COAST MOTOR COACH SOCIETY excursion took place on Sunday March 8th. Using the former SCRTD 2028, TDM 4515/395, the group covered the various branches of former Line 60-LOS ANGELES-POMONA-SAN BERNARDINO-REDLANDS, once a mainstay of these buses. We also visited the Riverside Transportation Terminal, made a brief stop at SCRTD Division 13 and had the opportunity to travel "around the block" on DREAMLINER LEASING's 1017, a reconditioned T8H5307A. The next excursion, a bus garage visit into the South Bay area, is being considered for the early fall.

The WEST COAST MOTOR COACH MUSEUM's fleet recently grew by three units as former FRESNO TRANSIT 5302, TDH4509/2414; former LONG BEACH MOTOR BUS 7106, a Mack CH1-GT; and former LOS ANGELES METROPOLITAN TRANSIT AUTHORITY 2628, TD 4507/145 have been acquired by the museum. The Museum is now looking for a White Model 1144, preferably a former SANTA MONICA MUNICIPAL BUS LINES unit. If you have information please contact the museum c/o 4086 Cody Road, Sherman Oaks, CA, 91403.

* APRIL 1987 WESTERN TRANSIT

POWDER RIVER TRANSPORTATION COMPANY (PRTC)

GILLETTE, WYOMING: PRTC, who has been operating between Rawlins, Wyoming, Gillette, Wyoming and Billings, Montana (one daily round trip) and two routes between Gillette, Wyoming and Rapid City, South Dakota took over, beginning March 25th, the TRAILWAYS (DENVER-COLORADO SPRINGS-PUEBLO MOTORWAY, INC.) service CHEYENNE-CASPER-BILLINGS, one round trip thru Deaver and Worland and the other thru Gillette and Sheridan.

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

LAS VEGAS: A schedule change was due for April 5th but the Interstate Commerce Commission and Nevada Public Service Commission delayed the change for one month in order to have time to study the situation. The new schedule called for elimination of the day time trip between Reno and Las Vegas leaving only the night schedule. The only route change would be the abandonment of service along a 40 mile segment between Schurz and Fallon, an uninhabited desert. LTR states there is not enough business for one schedule per day much less two schedules. They have been handling as few as eight passengers on the day time trip.

DALLAS TRANSIT SYSTEM (DTS)

DALLAS: DTS has begun testing a new concept to lure new customers. Riders drop off their laundry in the morning at a bus stop heavily used by suburban commuters. There, vans operated by Kwik Wash, a local laundry service, pick up the bundles. That afternoon at the same stop riders get their clothes back, clean and neatly folded. The cost is 85 cents per pound. If this program is a success, film processing and shoe repair may be tested next.

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: Effective March 8th a number of changes were made in CST routes - 2-FORT CARSON now offers two way service inside Fort Carson. Trips alternate as follows: From PPCC via South Academy, Magrath, Barkley, Prussman, Specker, Flint (Post Exchange), Chiles, Prussman, Harr, Titus to Base Hospital. Return via Titus, Harr, O'Connell, Barkley, McGrath, South Academy to PPCC with rest of route the same. Trips that do not operate via the Post Exchange on entering Fort Carson run from PPCC via South Academy, Magrath, O'Connell, Harr, Titus to Base Hospital returning via Titus, Harr, Prussman, Chiles, Flint (Post Exchange), Specker, Prussman, Magrath, South Academy, PPCC and rest of route. Alternate trips run hourly providing a basic half hour service along most portions of the route. On 5-EASTERN CROSSTOWN there is a loop provided into new East Library at 6550 North Union as part of reversal of travel direction on northern loop. 9-SECURITY-WIDEFIELD had a downtown area rerouting. The new routing is from PPCC via South Academy, Crestridge, Stratmoor, Cheyenne Meadows, Circle, Hancock Expressway, Hancock, Fountain Blvd, Wahsatch and Pikes Peak to terminal. Occasional trips still operate via Venetucci, Tenderfoot Hill Road, Tenderfoot Street, Circle to Hancock Expressway (between 800AM and 330PM).

SUN CHEMICAL CORPORATION (SUN)

WASHINGTON, D.C. SUN has filed application with the Interstate Commerce Commission seeking approval to acquire control of Chromalloy American Corporation which, in turn, controls a water and motor property carrier (Cro Marine Transport, Inc.) and three motor passenger carriers (AMERICAN TRANSIT CORP dba HUSKIE LINE, AIRPORT SERVICE, INC. and through ASI ORANGE COAST SIGHTSEEING COMPANY. OCS holds a motor carrier certificate authorizing transportation of passengers in charter and special operations beginning and ending at points in Los Angeles and Orange Counties, CA and extending to points in the continental United States. ASI holds a motor carrier certificate authorizing transportation of passengers in charter and special operations beginning and ending in Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties, CA and extending to points in the continental United States. HUSKIE also holds an MCC beginning and ending at points in Illinois.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Greyhound Lines, Inc.	(1640-1647	TMC	102A3/GR005562-5569	
	(1655-1667	TMC	102A3/GR005507-5603,	
	(		5607-5612	
	(1688-1706	TMC	102A3/GR005613-5631	
Travel Eze Tour (AZ)	173	TMC	102A3/GR005487	
Royal Coach Tours	555,587	TMC	102A3/HR005880-5881	
International	926-(027?)	MCI	96A3/FP040226-(40227?)	
Golden Gate Transit	401	MCI	102A3/HW020299	
VIA Charter Lines	(90-91	MCI	102A3/GP040085-40086	
	(92-93	VnHool	T815/-,-	
South County Area Transit	1-3	Gillig	3096TR6V02/G1081467-469	
Eastern Contra Costa Trnst	1008-1013	Gillig	3596TR6V02/H1081570-575	
Vallejo Transit Lines	59-61	Gillig	4096TR6V02/H1081598-600	
Pullman (WA) Transit	unkn	Gillig	3596TR6V02/H1081655	
Stockton Metro Trnst Dist	1829-1845	GMC	T70606/GV824838-4854	
Gray Line of San Francisco	601-610	Leyland	Plympian/GLSRP079-088	
Amtravel	592	Neoplan	N116-3/-	
Scenic Hyway Tours	8636-8640	Neoplan	N116-3/HS713525-529	
Trailways Inc-Western Div	14113-14115	Eagle	AE10/FR020599,20600,20604	
American Buslines-Western Div	25168-25169	Eagle	AE10/FR020606-20607	
-USED-				
Guiton Charter Lines	8102	Eagle	AE10/30381	N'side Apt Exp 1030
Americoach	(324-327	GMC	PD4905/058-061	Airporter 324-327
	(360	GMC	PD4903/358	TBL -
Marin Airporter	30	MCI	MC9/BP03690	All West Tours -
Mercury Tours	715-717	TMC	MC9/BR002766,2767,2769	CPCT 79,80,82
Lucky Tours	108-109	TMC	MC9/-,-	CPCT -,-
Pacific Monarch	8602	TMC	MC9/ER004686	Overland -
Taylor Bus Serv (Hotel Ibis)	unkn	Flxible	111DD-D05-1/56797	OCTD 1207
Stovall's Hotels	unkn	Flxible	45102-8-1/57610	OCTD 1507

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Editorial Address — 1506 West Nottingham Lane, Anaheim CA 92802

Meeting Location — 272 Alpine Street, Pasadena CA 91106, 2nd Sunday at 730PM

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

West Coast Motor Coach Society Open House on June 6, 1987

Motor Bus Society Fall Meeting - Sept 25-27, 1987 in Bay Area - Watch WT for details