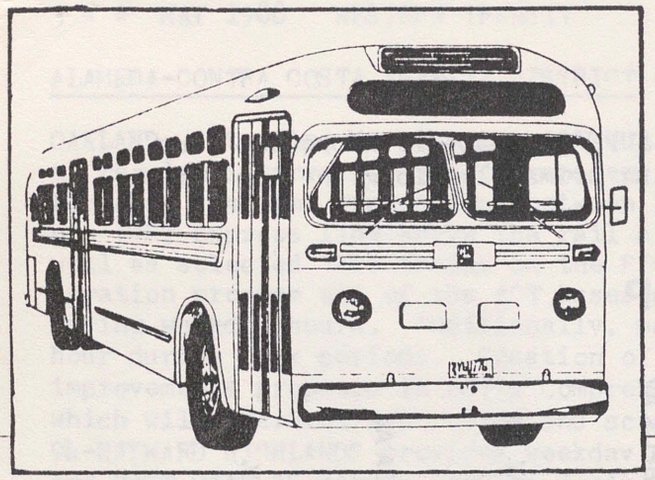


Western Transit

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OUR 25TH YEAR

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NEW INTRACOMMUNITY TRANSIT SYSTEMS IN THE SAN GABRIEL VALLEY

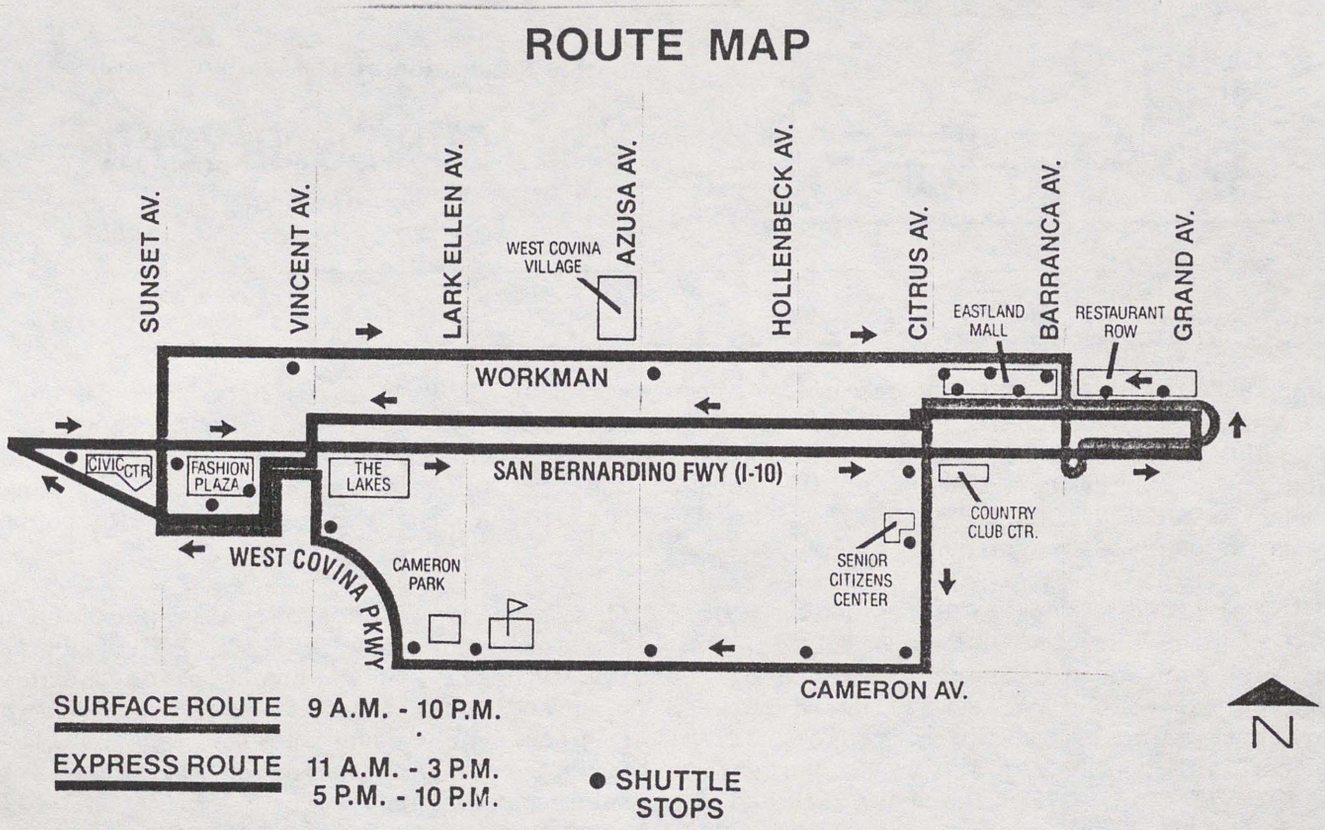
Over the last six weeks two new community circulator type systems were introduced in the San Gabriel Valley. March 14th saw the debut of the four route network in El Monte known as the EL MONTE TROLLEY COMPANY operating a fleet of four color coded old style trolley type buses believed to be manufactured by Federal Motors of Ocala, Florida (Hurricane Express). During April the WEST COVINA CORRIDOR SHUTTLE commenced operations of a three vehicle, two route system which operates seven days a week.

EL MONTE TROLLEY COMPANY (EMTC) operates four local intracity lines apparently weekdays only every 40 minutes between 700AM and 700PM. The lines are color coded, GREEN, RED, BLUE and YELLOW, each serving a different portion of the city with all lines converging on the downtown Valley Mall along Valley Boulevard between Tyler and Santa Anita Avenues and using an off street terminal named the El Monte Trolley Stop with benches and shelters and public information available. The service was offered free of charge during the period March 14 to April 11th. TRANSIT CONTRACTORS has been awarded a sixteen month contract for $366,000 and $21.90 per revenue vehicle hour to operate EMTC. DAVE SYSTEMS, PACIFIC BUSING, MARK IV CHARTER LINES and DURHAM COMPANIES had also submitted bids. The four trolley style buses are color coded and operate on the line of color - #11 is green for the GREEN line (southwest area), #12 is for the RED line (northeast area), #33 is blue for the BLUE and northwest area while #44 is for the southeast are and the YELLOW line.

Farther east on the San Bernardino Freeway is the WEST COVINA CORRIDOR SHUTTLE (WCCS) which began operating in the latter part of April with a fleet of Iveco/Goshen Coach GCCI nineteen passenger buses painted silver with blue trim and WEST COVINA SHUTTLE on the sides in white. The buses are lift equipped, one door, cloth forward facing seats, air conditioning, carpeting, gray interiors and multi colored silent radio display message boards. The fare is 25 cents with the first month free of charge. WCCS has two routes, EXPRESS operating weekdays between 11AM and 3PM every 12 minutes, the same frequency between 5PM and 8PM and every 20 minutes between 8PM and 10PM. The other route, SURFACE, operates on weekdays between 9AM and 10PM on headways ranging between ten and thirty minutes and on Saturday and Sunday operating every 20 minutes between 1000AM and 500PM using two buses. WCCS is sponsored and administered by the City of West Covina using Proposition A transit funds and complements the WEST COVINA DIAL-A-RIDE offering curb to curb service to residents over sixty or disabled and operating weekdays between 8AM and 6PM using a fleet of two Econolines and one Dodge Ram van charging $1.00 for trips with a one day in advance reservation system. Shown on Page Two is a WCCS system map. SURFACE is a one way loop traversing primarily Cameron Avenue, West Covina Parkway and Workman while EXPRESS operates primarily along the San Bernardino Freeway serving West Covina Fashion Plaza at one end of town and Eastland Center and Restaurant Row at the other end.

WEST COVINA CORRIDOR SHUTTLE (WCCS) Continued

Shown below is a map of the two route WCCS system. The SURFACE route is a one way loop while EXPRESS route is a two directional service operating primarily along the San Bernardino Freeway.



OMNITRANS (OT)

SAN BERNARDINO: The OT Board of Directors has approved a budget and service plan for the fiscal year beginning July 1st that calls for expanding several fixed route lines in the San Bernardino Valley and one new line in the West End. Starting July 1 NEW Line 61 will travel between downtown Ontario, Ontario International Airport, the county courthouse on Haven Ave in Rancho Cucamonga and Chaffey College. At the same time the West End's VAN GO fleet will be cut in half and the service restricted to the elderly and handicapped. The patronage on the demand response system does not justify its current size and availability to the general public.

REGIONAL TRANSIT (RT)

SACRAMENTO: To add more rush hour carrying capacity RT is considering leasing eleven light rail vehicles from COUNTY TRANSIT if it is determined that the CT cars are technically compatible RT's cars. It already is known that the cars would have to run as separate trains. RT has federal and state funding to purchase six LRVs and is awaiting UMTA approval to begin negotiations with Seimens-Deuwag of West Germany which firm built the existing RT light rail vehicles. Even if negotiations began right away it would be at least two years before new cars could be delivered.

25TH ANNIVERSARY CELEBRATION AND EXCURSION TO BE HELD ON AUGUST 20, 1988 - WATCH WT FOR INFO

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Starting May 1st the ACT bus routes serving BART/Hayward were rescheduled to meet at regular intervals - Timed Transfers - providing a new level of convenience by providing for easy transfer connections between lines. Fourteen AC lines including two NEW ones plus one BART Express line serve the rail station. The buses are scheduled to meet each other as well as selected BART trains on the RICHMOND and SAN FRANCISCO/DALY CITY lines. In the demonstration program all of the ACT buses meet at the top of each hour and then 30 minutes later during weekday hours. Additionally, many lines will also meet at 15 and 45 minutes after the hour during peak periods. Creation of timed transfer centers is one of the major system wide improvements proposed in ACT's Comprehensive Service Plan (CSP), the ambitious undertaking which will overhaul bus routes and schedules throughout the entire East Bay. The two NEW lines, 94-HAYWARD HIGHLANDS provides weekday service between the developing Hayward Highlands area and BART with 15 minute service during peak hours and hourly midday service. 96-CITY CENTER SHUTTLE connects BART with downtown Hayward and the Civic Center operating every 15 minutes during daylight hours on weekdays.

AC's interim General Manager Neil Peterson, formerly with SEATTLE METRO TRANSIT, recommended the use of additional articulated buses on heavily used lines to reduce costs (one of the many recommendations to reduce AC's current budget deficit). COUNTY TRANSIT's entire articulated fleet of thirty buses (15 MANs and 15 Crown Ikarus) were leased by AC beginning April 27th and on Monday May 2nd the first of them were in service, already painted in AC colors. The Central Maintenance Division is repainting them at a rapid rate and they will be assigned to 72-SAN PABLO AVENUE and Transbay N-EAST OAKLAND-MAC ARTHUR BLVD-SAN FRANCISCO. The MANs have been numbered 1630-1644 and the Crown's are 1700-1714. AC is also advertising for bids for another thirty such buses.

A public hearing was held on April 26th to receive public testimony on a number of proposals including discontinuation of branch Line 57N-NORTH FIELD discontinuing service to Oakland Airport's North Field and implementing weekend service (hourly 7AM to 6PM) on 77-BART/HAYWARD-TENNYSON ROAD. On Line 82-EAST 14TH STREET faster limited stop express type service would be added between downtown Oakland and 105th Avenue between 7AM and 6PM weekdays and 9AM to 6PM on Saturdays. Wider headways are planned for 66-SAN LORENZO-SAN LEANDRO and 89-SOUTH HAYWARD INDUSTRIAL AREA. Discontinuation of evening trips on 67-SPRUCE STREET, 78-EL CERRITO-RICHMOND, 80-HAYWARD-CASTRO VALLEY-SAN LEANDRO, 81/85-HAYWARD-SAN LEANDRO, 84-CASTRO VALLEY because of low patronage are also planned.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: On April 15th, following a year of debate, BART Directors voted 5 to 2 to award a contract for all BART Express Bus service to LAIDLAW TRANSIT, INC., based in Richmond and took away the continuing contract AC TRANSIT has had since 1974. LTI would begin its five year pact on October 1st and is expected to provide its own buses as AC holds title to the 50 Gilligs (1500-1549) used on the BART routes. AC had been charging $65.55 per service hour (recently reduced to $59.61) while LAIDLAW bid $51.72 an hour. AC officials plan to challenge federal guidelines that forced BART to put the contract out to bid to private companies. AC expects to furlough 160 people while LAIDLAW has said they will hire 109. Prior to the April 15th vote Jim Seal, spokesman for private bus owners said that The California Bus Association would file a protest with UMTA over the way that BART handled the bidding process. LAIDLAW presently has contracts with LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY in Livermore area and EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT). There are conflicting stories over the reason for the final change in votes. Some say that the projected $8 million deficit BART faces caused two directors to change their votes while another version has indicated that BART Director Nello Bianco traded his previous AC vote to gain support for El Cerrito Councilman Howard Abelson's appointment to a vacant BART seat, a charge which Bianco has denied.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: CCCTA and BART have undertaken a six month demonstration program designed to determine if free transfers or added service can increase ridership on two CCCTA lines serving BART. BART commuters using 114-CONCORD-MONUMENT BLVD can save about $4.25 per week in bus fares by using free transfers now available inside the BART/Concord and BART/Pleasant Hill stations. The two part transfers offer a free trip away from the BART station and, if used within 72 hours, may be used for a free ride back to the BART station where it was issued. Buses on 115-TREAT BOULEVARD are now operating every 15 minutes rather than half hourly to test the effects of increased frequency on patronage. The demonstration project, which has been funded by a grant from the Metropolitan Transportation Commission, will conclude in September.

TAYLOR BUS SERVICE, INC. (TBL)

ANAHEIM: First Interstate Bank does not plan to foreclose on TBL, provider of school bus service to over 70 school districts throuhout California, according to bank attorneys (WT 4/88). Rather than foreclose on TBL assets the bank has taken over some of TBL's accounts receivable and has filed a lawsuit to recover approximately $3 million in loans.

HARBOR CARRIERS, INC. (HCI)

SAN FRANCISCO: HCI, which operates as RED & WHITE FLEET, has asked the Public Utilities Commission for a 78 per cent increase in fares for the VALLEJO-SAN FRANCISCO commute ferry service and has also requested authority to abandon such service. One way single trip fares were recently raised from $5.95 to $6.95 and this increase would cause 18 ride discount tickets to increase from $89.20 to $159.00 and monthly passes from $129.80 to $231.00. To break even, at least 500 passengers have to make the one daily round trip voyage between Vallejo and the San Francisco Ferry Building, but so far about 300 passengers have been riding. The ferry leaves Vallejo at 630AM and the Ferry Building at 515PM with one hour running time. HCI officials have said that the present fares were considered "promotional" when the service began about one and one half years ago.

NORTH COAST REDWOOD TOURS (NCRT)

REDWOOD NATIONAL PARK: NCRT has been granted a five year contract with the Redwood National Park to provide transportation services within the national park. The service consists of trips to the Tall Trees Area where private automobiles are banned. NCRT has been operating service within the park on a year to year basis for about eight years. This is the first five year contract. Service operates from May to September or 118 operating days.

PUBLIC UTILITIES COMMISSION (PUC)

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

FOSTERS TRANSPORTATION SERVICE, INC. voluntary suspension of its psc has been granted.

SAN DIEGO MINI TOURS, INC. dba MINI TOURS has filed for a psc between points in San Diego County and San Diego International Airport.

In the case of D. Whittman et al (BOB'S RIDE) vs SAN DIEGO AIRPORT EXPRESS INC dba Airporter Express for a cease and desist order against providing service to/from Camp Pendleton; SDAE's application for a psc within San Diego County and SDAE's reinstatement of charter party permit the Commission granted in part and denied in part Whittman's issues. SDAE adjudged to be in contempt of Decision 87-05-04 and fined $3,000. The psc application was denied but the charter party permit will be reinstated after payment of the fine.

ROSTER OF THE MONTH

SOUTH COAST AREA TRANSIT
Oxnard, California

FLEET #'S	MFGR	MODEL	SERIAL #'S	YEAR	NOTES
*2500-2501	Chance		82-70151-70152	1982	
4500-4501	GMC	T6H-4523A2	613-614	1974	1
4502	GMC	T6H-4523A	690	1974	1
4503-4504	GMC	T6H-4523A	1671-1672	1975	1
4505-4516	AMG	9635B-6	0342-0353	1976	2
4517-4525	GMC	T7H603	033-041	1979	
*4526-4527	GMC	T7H603	042-043	1979	
*4528-4542	Grumman	35096-6	CD094202-216	1982	

Lift Equipped

1. *To Mendocino Transit Authority: 4500 41*
   4502,4503 43,44
   4504 42
2. *To Livermore Amador Valley Transit Authority: 4505-4506 101-102*
   4508-4511 103-106
   4514-4516 107-109

SAN GABRIEL VALLEY TRANSPORTATION ZONE (FOOTHILL TRANSIT ZONE)

GLENDORA: Twenty cities and the County of Los Angeles have now agreed to form the SGVTZ to provide a local alternative to present service provided by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the first service will be transitioned on July 1st - 485-DIAMOND BAR PARK/RIDE and 498-GLENDORA-EASTLAND PARK/RIDE. By 1990 most of the service provided in the eastern San Gabriel Valley will be part of the Zone. The members of the zone include Azusa, Arcadia, Baldwin Park, Bradbury, Claremont, Covina, Duarte, El Monte, Glendora, Irwindale, La Verne, Monrovia, Pomona, San Dimas, South El Monte, Temple City, Walnut, West Covina, La Habra Heights and County of Los Angeles. When fully operational the zone should have a fleet of 127 buses and an annual ridership of just over 9 million passengers. The Zone will be regionally coordinated with RTD and will use the same routes, line numbers, bus stops and schedules. RTD fare mechanisms will be honored. It will contract with RTD to provide such services as bus stop maintenance, timetable production and distribution and telephone information service. An additional fifteen new lift equipped motor coaches, believed to be more Gillig Phantoms, have been ordered and will be delivered prior to the start up of service in July. RTD Lines 480, 481 and 482 are expected to be phased into the zone next January (WT 4/88). It is expected that firms such as TRAILWAYS, INC./GREYHOUND LINES, INC., HUDSON GENERAL COACH LINES, INC., LAIDLAW TRANSIT, INC. and MARK IV CHARTER LINES/EMPIRE BUSES, INC. will be submitting bids for upcoming service contracts. The SGVTZ is a different legal entity from the County of Los Angeles Bus Service Continuation Project (WT 11/87, 12/87 and 1/88) which now operates former RTD Lines 192/194, 291/293, 492 and 494 under a three year demonstration project. At the end of that project those services could be transferred to the SGVTZ.

DUARTE MINITRANS (DM)

DUARTE: During April, after a six month service span and heavy promotion, the DM service between downtown Duarte and the El Monte Busway Station was discontinued due to low ridership. Service had consisted of three morning trips into El Monte and three afternoon trips from El Monte to Duarte charging a fifty cent fare. A free ride program, launched in January, was not successful in generating patronage.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The first new bus of an order for 67 Gillig Phantoms arrived on property on April 20th and at press time a total of twenty units had arrived - 4101 and 4123-4141. The buses are numbered 4101-4167 and have three different engine and transmission combinations to test for future purchases. Based on available information 4101-4122 will have Cummins I-10 engines and ZF transmissions, 4123-4152 will have Cummins with Voith transmissions and 4153-4167 are to have Detroit Diesel 6V-92 engines and Allison transmissions. Otherwise the buses will be the same - forty foot two door Phantoms in the new OCTD paint scheme including white on upper sides, front and back. They have 47 dark brown courduroy style cloth seats in the front of the bus with fibreglass seats with brown cloth insert seats behind the rear door. There are white ceilings and dark brown side walls, Excel openable windows, Motorola two way radios, Keene registering fareboxes, "Stop Requested" signs, public address system and tilt steering wheels. The buses have rear door EEC lifts (understood to be only the second order of Gillig buses with rear lifts), Luminator LIDS electronic signs with 3 numbers and 15 letter positions and 4 position rear route number signs and adjustable right side front door rear view mirrors. The new Gilligs are expected to enter service in June and will replace the 1601-1663 series 35 foot Flxible New Looks model 45102-8-1 buses purchased in 1974. The OCTD Board of Directors has awarded GREYHOUND LINES, INC. a three year contract to operate OCTD Line 701-HUNTINGTON CENTER-LOS ALAMITOS-LOS ANGELES and most of the service on 721-FULLERTON-LOS ANGELES PARK/RIDE (formerly SCRTD Line 464) beginning on July 1st. Presently MARK IV CHARTER LINES, INC. runs the 701 while SCRTD operates nine of the eleven buses on the 464, the other two being the OCTD operated Superbus vehicles (WT 7/87). The Superbuses will continue in service as now. The TRAILWAYS side of the house will operate the service using a fleet of Model 10AF Eagle buses. GREYHOUND was one of several bidders, the others being MARK IV CHARTER LINES, LAIDLAW TRANSIT, INC., TRANSIT CONTRACTORS, ORANGE BLOSSOM LINES, COMMUTER BUS LINES, INC. RTD has operated Line 464 (originally known as Line 757) since December 2, 1974 under contract to OCTD although outwardly it appeared as a regular SCRTD service.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD is presently advertising for technical proposals for operation of NEW fixed route service, Line 304-PALOMAR COLLEGE-SAN MARCOS-CARDIFF BY THE SEA VIA SANTA FE ROAD, set to begin September 18, 1988. The service would operate hourly between 500AM and 1000PM on weekdays using two buses and two hourly on weekends between 700AM and 700PM using one bus. The successful bidder will need to furnish operating personnel, a maintenance and operating facility and a minimum of three 1980 or newer lift equipped Advance Design Buses (according to White Book specifications). The contract would be for three years with two one year option periods and NCTD has indicated that it will be bidding on the contract itself.

CITY OF EL PASO, TEXAS

EL PASO, TEXAS: The Tax Increment District board is involved in setting the direction that the city's downtown revitalization efforts should take and the city's Planning Department has just finished a study indicating that it would be feasible to re-establish an international trolley service. Tentatively named "El Rapido" the system would be a privately financed and operated one using a fleet of five rubber wheeled trolleys traveling across the Paso del Norte Bridge between El Paso and Juarez. It is envisioned that tourists would be the main users. The mayors of the two cities have agreed in concept on the program and El Paso is now searching for a private foundation to finance purchase of the vehicles. There are a host of other projects involved in the downtown effort and once a development plan is completed the city can finance the projects through the sale of up to $40 million in bonds to be repaid over 20 years with tax revenues generated by rising property values in the downtown district.

SUPPORT SOCIETY ACTIVITIES INCLUDING EXCURSIONS AND SUBMITTING STORIES OF YOUR LOCAL AREA FOR INCLUSION IN ISSUES OF WT.

CITY OF PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX, ARIZONA: A number of service changes were implemented on February 1st including one new route - 52-POESER, an east/west crosstown line on the south side. Several other changes also took place in South Phoenix as well. 0-CENTRAL AVENUE continues south on Central to Piedmont with a turn around at 10th Avenue and Dobbins. 7-7TH STREET operates as far south as Dobbins, but loops west to Central rather than east to 16th Street. 8-7TH AVENUE was extended south from the Downtown Bus Terminal via Washington, 7th Avenue looping Baseline, 10th Avenue and Southern to 7th Avenue replacing a portion of former 24. 16-16TH STREET now operates along 16th Street looping Dobbins, 7th Street and Baseline to 16th. 24-24TH STREET operates as before from Glendale to Broadway & 24th, then continues south on 24th Street to its new terminal at South Mountain Community College. 45-BROADWAY now provides crosstown service from 15th Avenue to 48th & Southern while 61-SOUTHERN now operates from 43rd Avenue to Westwood Drive in Mesa no longer serving South Mountain College. NEW 52-POESER operates between 48th & Southern via 40th, Poeser, 7th Avenue, Atlanta, 15th Avenue, Southern, 10th Avenue and Atlanta to 15th Avenue. Buses operate half hourly 600AM-1000PM on weekdays and hourly between 700AM and 800PM on Saturdays. 59-59TH AVENUE is now operated by Arnett Transportation Services using a fleet of lift equipped 21 passenger Continental buses while 80-NORTHERN and 90-DUNLAP are now being operated by American Transit Corporation as part of its PTS management contract. 522-TEMPE EXPRESS was discontinued due to additional afternoon service added to both 520-SOUTHERN-TEMPE EXPRESS and 521-PRICE-TEMPE EXPRESS. Maricopa County has now arranged for the weekday Phoenix Dial-A-Ride to serve pre qualified clients who live in the unincorporated county areas surroun ding northeast Phoenix.

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

LAS VEGAS, NEVADA: LTR has asked the Nevada Public Service Commission for authority to operate in Scenic Tour Service in various counties in northern Nevada. Fares of $13 to $17 per person would include the admission charge to either Nevada State Museum or the Bowers Mansion. Vehicles of 11 to 47 passenger capacity would be utilized in this service.

GREYHOUND LINES, INC./TRAILWAYS LINES, INC. (GLI/TWI)

DALLAS, TEXAS: GLI Holding, Inc., parent of both GLI and TWI, has exercised its options to purchase TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC. and the VERMONT TRANSIT COMPANY, INC. from the Greyhound Corporation. These firms will continue to be operated separately and no changes in either personnel or routes are planned. TNM&O operates over 3500 route miles in Texas, Oklahoma, New Mexico and Colorado while VTC operates in northern New England serving portions of five states. The Greyhound Corporation continues to operate GREYHOUND LINES OF CANADA, LTD., a 68 per cent owned subsidiary. The former TWI garage and office complex at 1501 South Central Avenue in Los Angeles has been purchased by the Greaten Corporation who plans to renovate the 57,000 square foot building and use it as a warehouse and distribution facility for its children's line of ready to wear clothes. The site was purchased for about $3 million. According to available information the building was originally built about 1900 and onced served as a Mack Truck dealership.

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The WTS 25th Anniversary dinner in conjunction with the West Coast Motor Coach Museum banquet will be held on June 11th at the Peppermill Restaurant, 795 East Walnut in Pasadena - $16.50. Reservations thru WCMCM at 4086 Cody Road, Sherman Oaks, CA, 91403. All WTS members are encouraged to support this activity. We are hoping to show slides of transit vehicles active over the years and former WTS excursions as well.

The WTS 25th Anniversary Excursion and Tour is being planned for Saturday August 20th, an all day affair visiting several area properties and manufacturers - circle the date.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Golden Rain Foundation	126	Gillig	3096TB6V92T/J1082194	
Avis Rent-A-Car (DFW)	---	Gillig	3596TB6V92T/J1082195	
Alamo Rent-A-Car(SFO)	8-13	Gillig	3096TB6V92T/J1082199-204	
(LAX)	---	Gillig	3596TB6V92T/J1082205-210	
(Las Vegas)	---	Gillig	3596TB6V92T/J1082211-212	
Hertz Corp.(Salt Lake City)	---	Gillig	3096TB6V92T/J1082224-225	
Seattle Metro (WA)	3000-3146	MAN	SL40102L/FC771419-231565	1
	3150-3159	MAN	SL40102LM/GC191716-281725	2
	4000	MAN	SG310-18-3/FC010978	3
	4001-4045	MAN	SG310-18-3/GC021671-461715	3
Americoach	41	Prevost	H5-60/J1001001	
Greyhound Lines Inc.	2007	TMC	102A3/HR006120	
Arrow Stage Lines (AZ)	9803	Setra	S215HDH/J1030042	
	9816	Setra	S215HDH/J1030080	
-USED-				
Hudson General (LAX)	50137-50142	Gillig	35TB966V92/E1081207-212	4
AC Transit	1630-1644	MAN	SG310-18-2A/293-0417-0431	5
	1700-1714	Crown-Ik	286/DB100114-128	6
Guiton	599	Grumman	53102-8-1/90485	7
	8101	Eagle	AE10/30478	8
Winnco Express	506	MCI	MC-9/S13670/U34120	9
	2028	MCI	MC-9/BP036335	10
LV Tours	---	TMC	MC-8/1278	11
Hebaragi	4108	TMC	MC-8/1850	12
Airport Coach (Anaheim)	7702	TMC	MC-8/T89-1042-1818	13
International Tour Service	70	MCI	MC-7/---	14
South Hills Community Church	---	GMC	PD4107/1233	15
Valley Coach Charters (AZ)	4208	MCI	MC-9/CP037218	16
-DISPOSITION-				
West Valley Charter Lines	8351	Eagle	AE10/DB031151	17
LCT California	84	Eagle	AE10/EB031248	17
California Charter	4525	TMC	MC-9/DR003690	18
Trailways	14932	B&C	GE-05/7781	19
-DEMONSTRATORS-				
Royal Coach Tours		Prevost	2P9L/J1001495	

NOTES

1) Dual Mode. 2) Methanol. 3) Artic Trolley Buses. 4) Employee shuttles, ex-Newark, NJ. 5) Ex Santa Clara 2401-2415. 6) Ex Santa Clara 2501-2515. 7) Ex OCTD 2018. 8) Ex --- 9) Ex Shortway 506, Ex North Star Industries 167. 10) Ex Resort Bus Lines (NY) 2028. 11) Ex GLW 7682. 12) Ex GLE 1084. 13) EX GLE 4630. 14) Ex GLW 1537. 15) Ex Airport Service 5902. 16) Ex Airport Service 4208. 17) To Airport Connection (DC) 1411, 1414. 18) To Fairfield Transportation Group (CT) 606. 19) Kootenai Charters (ID) 2.

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