

Western Transit

VOL. 27, NO. 12 DECEMBER 1989

GETTING TO THE AIRPORT BY BUS OR BY VAN?

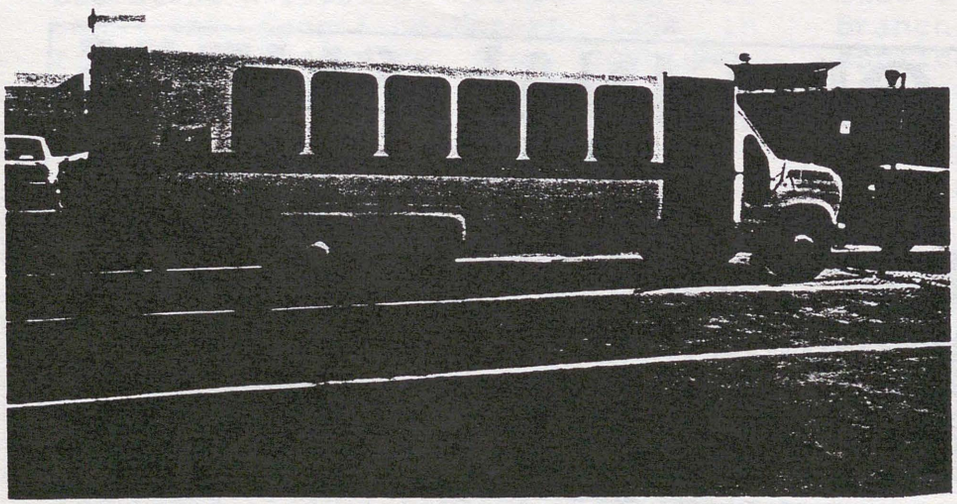
In the November issue we reviewed the history of large bus operations to and from the airports in the greater Los Angeles area over the past twenty five years. In this issue we will cover the rather brief (for the most part) history of van operations to and from those same airports. Although a majority of vans operate in the call and demand service element, at least four providers use vans in fixed route service.

PART 2 - VANS AND THE AIRPORTS

Door to door airport van service started about 1968 when Luxe Livery Service, Inc. affiliate *AIRPORT TRANSPORTATION* began providing home and office to airport service using small vans operating to and from LAX and OCA. Eventually the fleet included a large number of Ford Econoline vans and a small fleet of Econoline/ El Dorado Falcon T/A 25 passenger vehicles called 'People Movers'. *AIRPORT TRANSPORTATION* also provided employee shuttles for flight crews of the former Air California, now a part of American Airlines. In late 1988 *AIRPORT TRANSPORTATION* was renamed *SKYWAY AIRPORT SHUTTLE.* the fleet was repainted in new colors. headsigns were added to many of the Econolines and a new type of service called Business Class was added *(WT 4/89)*. During September of this year the firm ceased operating the airport van service although the limousine portion of the company has continued.



Skyway AIRPORT SHUTTLE



Next came *24 HOUR AIRPORT EXPRESS* in 1971. also serving Orange County origins as well as San Gabriel Valley points for LAX, OCA and Ontario Int'l Airport. During 1984 *24 HOUR AIRPORT EXPRESS* also established fixed route

PUBLIC UTILITIES COMMISSION
(PUC)

SAN FRANCISCO: Below are decisions of or applications before the California Public Utilities Commission:

* Issa Essi et al dba *GOLDEN AIRPORT SHUTTLE* for psc to operate between points in Los Angeles and other counties & LAX and other airports

* Craig M. Collins dba *FAST TRANSIT* for psc between points in San Bernardino and other counties & LAX and other airports

* Bong H. Park et al dba *KINGS AIRPORT SHUTTLE* for psc between points in Orange County & LAX

* Angela Bob Travel Corporation dba *AB TRAVEL* for psc on call service between points in Los Angeles county & LAX - granted PSC 5463

* San Diego County Transit Management dba *COAST SHUTTLE* for passenger stage on call certificate between points in San Diego county & San Diego Airport and to establish a zone of rate freedom - granted PSC 4760

* Ruben Diaz et al dba *3R EXPESS* between points in Los Angeles county & LAX - granted PSC 5240

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* MEMBERSHIP AND SUBSCRIPTION *
* RATES WILL BE INCREASED TO *
* $12 FOR MEMBERSHIP AND $11 *
* FOR SUBSCIPTION EFFECTIVE *
* FOR CALENDAR YEAR 1990 DUE *
* TO INCREASED PUBLISHING AND *
* MAILING COSTS. WE APOLOGIZE *
* FOR THIS INCREASE. *
*
****

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VANS AND THE AIRPORTS
(Continued)

Minicoach service over eight alignments, but reservations were required. In September 1986 *SUPERSHUTTLE OF LOS ANGELES, INC.* purchased *24 HOUR AIRPORT EXPRESS* almost tripling its fleet and establishing itself in Orange County.

About 1983/84 the reservation based door to door airport van service business "took off" and based upon the current number of operators and the applications on file before the California Public Utilities Commission the end does not yet seem in sight -- although involved people expect a shakedown period soon. At that time it is believed that the survivors will be those firms with an established client base.

SIMS EXECUTIVE AIRPORT SHUTTLE, now known as *FLIGHTLINE CORPORATION*.



began operations in May 1983 with two routes to/from LAX. Downtown Los Angeles and West Hollywood-Brentwood. Today, *FLIGHTLINE CORPORATION* is operating a fleet of Dodge Ram 350 vans and Econoline/Escort 158s in fixed route service from downtown, Hollywood, Mid-Wilshire and Santa Monica. *FLIGHTLINE CORPORATION* was the prime beneficiary of the gradual withdrawl of *AIRPORT SERVICE, INC.* and then *FUNBUS* from these areas.

SANTA BARBARA AIRBUS operates between Santa Maria, Vandenberg AFB, Lompoc, Solvang, Buellton, Isla Vista, Goleta, Santa Barbara Airport, Santa Barbara, Montecito, Goleta and Los Angeles International Airport using a fleet of Econoline/El Dorado Aerotechs. *SANTA BARBARA AIRBUS* also has local rights between Santa Barbara and Solvang and promotes same day shopping/sightseeing trips.

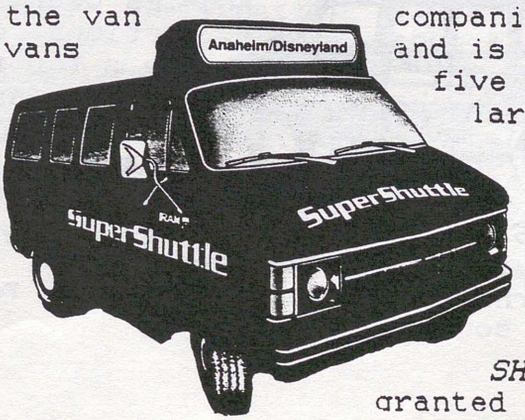
In September 1984 *ANTELOPE VALLEY AIRPORT EXPRESS* began operating connecting Lancaster, Palmdale, Santa Clarita, Burbank/Glendale/Pasadena Airport and LAX. *ANTELOPE VALLEY AIRPORT EXPRESS* has a fleet of Dodge Ram 350 vans.

CELEBRITY AIRPORT LIVERY started service in October 1985 between West Hollywood, Sunset Strip and LAX using a fleet of brown and white Dodge/Busettes and one Transcoach. Today the roster includes a fleet of Ford Aerostars and Dodge Ram vans.

Most of the applications or certificates issued cover "passenger stage, on call certificate between points in (some combination of) Los Angeles, Orange, Riverside, San Bernardino and/or Ventura Counties and Los Angeles International Airport, Orange County Airport, Long Beach Airport, Ontario International Airport, Burbank/Glendale/Pasadena Airport, Los Angeles Harbor, Long Beach Harbor and/or Los Angeles Union Station". Los Angeles County origins are most popular with Orange County second.

Current information shows about 35 companies serving LAX with about half that number at OCA and lesser numbers at the other area airports. More applications continue to be filed. The number of vans in Southern California is now about 600. In 1988 a review of PUC activities suggested that over half of the Transportation Branch's workload involved applications or cases concerning airport vans.

SUPERSHUTTLE, INC., the largest of the van companies has 230 vans and is more than five times larger than the next largest company, *AMTRANS AIRPORT SHUTTLE*. *SUPER-SHUTTLE* was granted authority

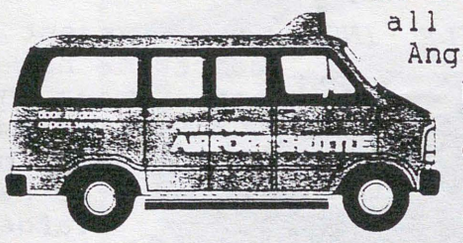


VANS AND THE AIRPORTS
(Continued)

in February 1983 as an affiliate of *WILMINGTON CAB COMPANY* and in October 1985 *WILMINGTON CAB COMPANY* transferred its van certificates to *SUPERSHUTTLE* which firm was also authorized to issue stock. The entire *SUPERSHUTTLE* fleet consists of seven passenger Dodge Ram 150 vans painted royal blue with yellow lettering and curtain headsigns (black lettering on yellow background). In 1985 the PUC authorized *SUPERSHUTTLE* to operate round the clock and to serve the same hotels as taxi companies and *AIRPORT SERVICE, INC.* Between May 1985 and May 1987 affiliated *PASADENA SHUTTLE* operated between Pasadena (Hilton, Holiday Inn) and BURBANK-GLENDALE-PASADENA Airport on a 90 minute headway charging a $7 fare. The service was sponsored by The Pasadena Center.

CELEBRITY AIRPORT LIVERY filed charges against *SUPERSHUTTLE* with the PUC in June 1987 for soliciting passengers through use of unethical techniques and for illegal use of TTS ticket booths preventing *CELEBRITY AIRPORT LIVERY* from being properly represented - that was the third case in Los Angeles filed against *SUPERSHUTTLE* for allegedly operating outside its certificate. Similar issues have also been filed in San Francisco where *BAY AREA SUPERSHUTTLE, INC.* operates. In spite of these cases *SUPERSHUTTLE* continues to operate and expanded to San Diego Airport this past September.

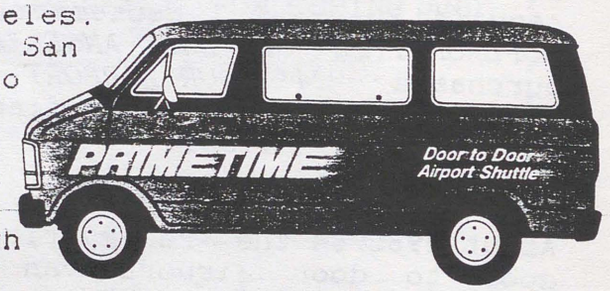
AMTRANS AIRPORT SHUTTLE, based in Gardena, serves all of Los Angeles County, portions of Ventura County and is rapidly expanding in Orange Cnty.



AMTRANS AIRPORT SHUTTLE has two toll free numbers for customers, one for California and another for the rest of the country.

AIRWAY SHUTTLE is a new affiliate of *AMTRANS AIRPORT SHUTTLE* serving portions of both Los Angeles and Orange Counties.

PRIME TIME SHUTTLE is based in Van Nuys and serves downtown and western Los Angeles, the San Fernando Valley and Ventura County. Although several companies have roll headsigns, *PRIME TIME SHUTTLE* is the only firm with electronic destination headsigns.



CITY SHUTTLE, orignally known as *VALLEY AIRPORT SHUTTLE*, serves the Valley and Ventura County, downtown and westside areas.

COAST SHUTTLE, formerly known as *MARINA SHUTTLE*, serves the Marina Del Rey, Westchester, Beverly Hills and westside areas.



Based in Simi Valley, *AIRPORT FLYER BUS & EXPRESS* serves Ventura County, Los Angeles County and Orange County points as well.

SUPER EXPRESS, the only firm with Chevy Astro Vans, serves the South Bay primarily, but also the westside and downtown.

L.A. TOP SHUTTLE commenced operations in November 1988 and serves many Los Angeles county areas.

Relatively new (December 1988) is *LA XPRESS AIRPORT SHUTTLE* which serves downtown, the San Fernando and Antelope Valley and parts of Ventura County.

FLIGHTLINE CORPORATION serves the downtown area and intermediate points to LAX in addition to fixed route service.

THE TRANSPORT. based in Westlake Village, serves eastern Ventura County and the Conejo Valley area of western Los Angeles County.

VALENCIA AIRPORT SHUTTLE serves primarily the Santa Clarita Valley area.

Started up this past July, *APOLLO AIRPORT PASSENGER SERVICE*, serves the Armenian and Russian communities in Hollywood and the westside.

GREEN FLAG AIRPORT SHUTTLE serves Orange County points and operates only on a reservation basis. *GREEN FLAG AIRPORT SHUTTLE* is related to *COAST YELLOW CAB COOPERATIVE*.

Based in Orange, *SOUTHERN CALIFORNIA COACH* serves Orange



County points and southeastern parts of Los Angeles County with its Ford Econoline XLTs. It also only accepts passengers with reservations.

ABIA AIRPORT SHUTTLE serves many communities throughout Los Angeles and Orange Counties with its fleet of white and blue Dodges.

LOGO EXPRESS serves the Pasadena area to/from LAX and the Los Angeles Harbor area from San Bernardino and Los Angeles Counties points.

INLAND EXPRESS serves the San Gabriel and Pomona Valleys, western San Bernardino and Riverside Counties and high desert areas.

MIKE'S AIRPORT SHUTTLE operates between LAX and the Glendale and Pasadena areas.

METROPOLITAN EXPRESS serves the San Fernando Valley, other parts of Los Angeles County and Orange County with a fleet of bright yellow vans.



GLENDALE-LA CRESCENTA AIRPORT VAN serves the Glendale, Burbank, Sunland, Tujunga, La Crescenta and La Canada areas.

Based upon visual observations there appears to be an informal fleet numbering scheme for the van fleets although there are some exceptions. *MIKE'S* uses 000 while *SUPER EXPRESS* and *APOLLO* use 200s. *PRIME TIME* & *COAST* have 400s. *CITY SHUTTLE* has 500s. *SKYWAY* had 700s. *LOGO* uses 800s. 900s are *AMTRANS* and 1000s are *AIRWAY*. New *COAST* units are 2000s. *L.A. TOP* and *FLIGHTLINE* have both one and two digit units. *CELEBRITY*, *ABIA*, *SOUTHERN CALIFORNIA COACH*, *GREEN FLAG* and *AIRPORT FLYER* have two digits. *SUPERSHUTTLE*, because of its size, has 300, 400, 500, 600 and 700. Initially it seemed that the various vans were numbered by airport served but this does not seem to be the case anymore.

The overall growth has brought problems including cutthroat competiton, a wide range of prices, new drivers unfamiliar with their areas and plenty of confusion for customers.

Until this year the Los Angeles Department of Airports only lightly regulated the industry. Earlier this year the DOA placed service representatives at each terminal's van stops to help passengers find the correct van and to reduce van drivers hustling for fares. The Los Angeles Airport Commission has temporarily prohibited new shuttle companies from beginning operations and barred current operators from expanding their fleets. The DEPARTMENT OF AIRPORTS is considering the following rule changes: Drivers would be prohibited from stopping greater than 45 seconds at any stop unless loading passengers, vans would have to have large destination signs atop the vehicle and transponders which electronically track the number of times a van circles the airport would have to be installed. The other area airports have not experienced the problems LAX has and so have not developed action plans.

VANS AND THE AIRPORTS (Continued)

Nearly all the firms offer 24 hour service in seven passenger vans. Most provide on call service to both residences and businesses and some have cheaper pickups/dropoffs at hotels (often the hotel will pay a portion of the riders fare). Riders starting from home call the company to arrange a pick up which is usually several hours before flight time to be able to make two or more stops enroute to the airport. For the return trip customers can reserve in advance, order a ride from phones at the terminal buildings or wait at a van stop for drivers looking for fares.

The industry has been described as high volume with small profit margins. Drivers are usually paid commissions of 27 to 35 per cent of sales. Other costs include the vans and their maintenance, radio dispatch systems, uniforms, insurance and regulatory fees. The PUC collects 3/4 of one per cent of the companies' gross revenue. LAX charges $2.25 per van trip to LAX - the same charge applies to buses. As yet the other airports have not established "landing fees" for vans.

Over the past twenty five years the developed areas once served by buses are now served almost exclusively by vans, communities initially without any transportation (primarily Orange County) have two fiercely competing bus firms and a dozen van operators. An almost non existant business in 1980 employs over 1500 people with annual revenues of over $50 million. Since only about three per cent of airport travelers use buses and vans the potential for growth is tremendous.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: AMTRAK fall schedule changes took place on October 29th and they included several changes in feeder bus service. However, a big change in the bus system occurred on August 23rd as ANTELOPE VALLEY BUS

AMBUS (Continued)

replaced COMPLETE CHARTER LINES. BAKERSFIELD-THOUSAND OAKS. BAKERSFIELD -SAN BERNARDINO. BAKERSFIELD-SANTA MONICA. BAKERSFIELD-LOS ANGELES- TORRANCE and Night BAKERSFIELD-SAN DIEGO were all transferred.

(Continued on Page 8)

Amtrak Thruway Bus Connections With San Joaquin Trains



RUDOLPH: 50 YEARS ON SANTA'S TEAM

by Barbara Susan Cross



Rudolph the Red-Nosed Reindeer first joined Santa's team in 1939. He was created by Robert L. May, who worked in the advertising department of Montgomery Ward, after his employees asked for an animal Christmas story for a gift from Santa in their stores during the 1939 Christmas season.

Apparently Montgomery Ward didn't realize Rudolph's value. Despite that over 2,400,000 copies of the first edition were given away that Christmas, the story was not used again until 1946.

In writing Rudolph's story, May had been affected by incidents in his own childhood. His was the story of someone who is rejected and not allowed to "join in the games," but who proves himself and gains everyone's admiration.

In 1947, the chairman of Montgomery Ward gave Rudolph's copyright to May, who published the book commercially. Soon after that, May's brother-in-law, Johnny Marks, put words and music to Rudolph's story.

Marks was sure he was going to have a hit, but to ensure its success he had to get a big-name singer to record the song. He couldn't find anyone, however, who would agree to perform it.

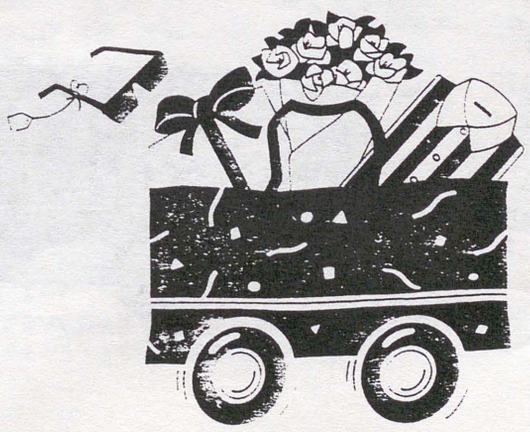
Marks wouldn't give up. Perry Como said he was interested, but his representatives wanted to change the song and Marks refused. Marks still insisted that the song was going to be a hit.

Cowboy country-western singer Gene Autry turned him down, too. "Rudolph the Red-Nosed Reindeer" seemed to childish for his image.

Marks was stymied, yet still wouldn't quit. He recorded a demonstration record and sent it to Autry again. Aurty still didn't like it, but his wife Ina loved it and urged him to record it. Autry reluctantly agreed, and Marks finally had his singer.

"Rudolph the Red-Nosed Reindeer" was released in 1951 by Columbia Records. Not only did the record succeed, it went to the top of the charts and outsold all of Columbia's releases that year. It also sold more copies than any song Autry had ever recorded.

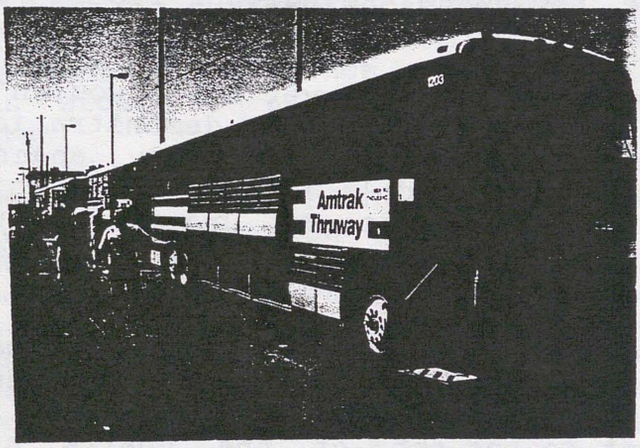
Like Rudolph himself, Johnny Marks' song has succeeded despite rejection. Today, "Rudolph the Red-Nosed Reindeer" has been called the most important addition to Christmas folklore since Santa Claus. More than 400 different recordings worldwide have been made of the song, selling more than 100 million copies.



DASH
LOS ANGELES
TO SHOPPING.

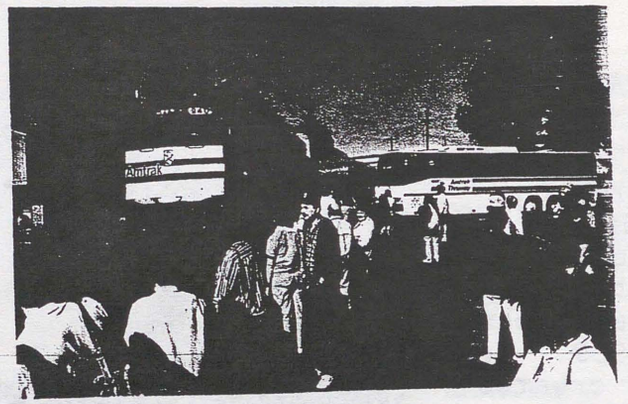
Amtrak Thruway

BAKERSFIELD-OXNARD-SANTA BARBARA is still operated by TBL CHARTERS. AVBI has secured twenty 102A3s and painted them in red, white and blue with the new "AMTRAK THRUWAY" designation. (#1201-1212 have been spotted along with AVBI 829 and 830 - details will be published as known).



On October 29th the BAKERSFIELD-PASADENA-SAN BERNARDINO-RIVERSIDE route was extended farther east to include Palm Springs, Palm Desert and Indio. The bus departs Indio 920AM for the Train 709 departure from Bakersfield at 345PM. On the return the bus departs Bakersfield 140PM arriving Indio at 735PM. NEW is SAN DIEGO-EL CAJON-EL CENTRO-CALEXICO (operator and equipment unknown) providing two daily round trips connecting with San Diegans. Calexico departures are 655AM and 400PM with San Diego departures at 1105AM and 745PM.

STOCKTON-SAN JOSE-PALO ALTO and MARTINEZ-SANTA ROSA are now operated by AMTRAVEL using #576 and 577, Neoplan AN340As (ex NATIONAL TRANSIT SERVICES of Houston) while CHICO-STOCKTON is operated by ALL WEST COACHLINES using 205, 102A3s and HANFORD-PORTERVILLE and BAKERSFIELD-BARSTOW are operated by ORANGE BELT STAGES.

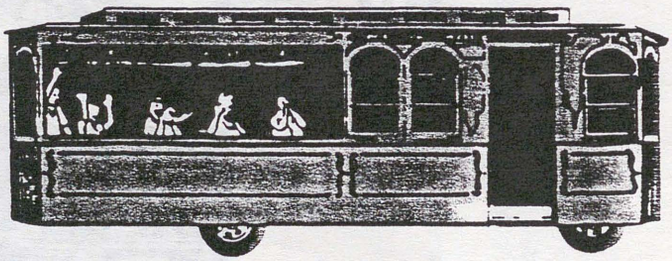


SHASTA SKYHAWK, INC. discontinued its REDDING-SACRAMENTO service July 24th *(WT 6/89 & 7/89)*. Plans call for AMBUS' CHICO-STOCKTON route to be extended to Redding to reinstate connections with the California Zephyr and also connect with the third San Joaquin which is scheduled for December 17th implementation. All bus routes would have an additional round trip added for these trains.

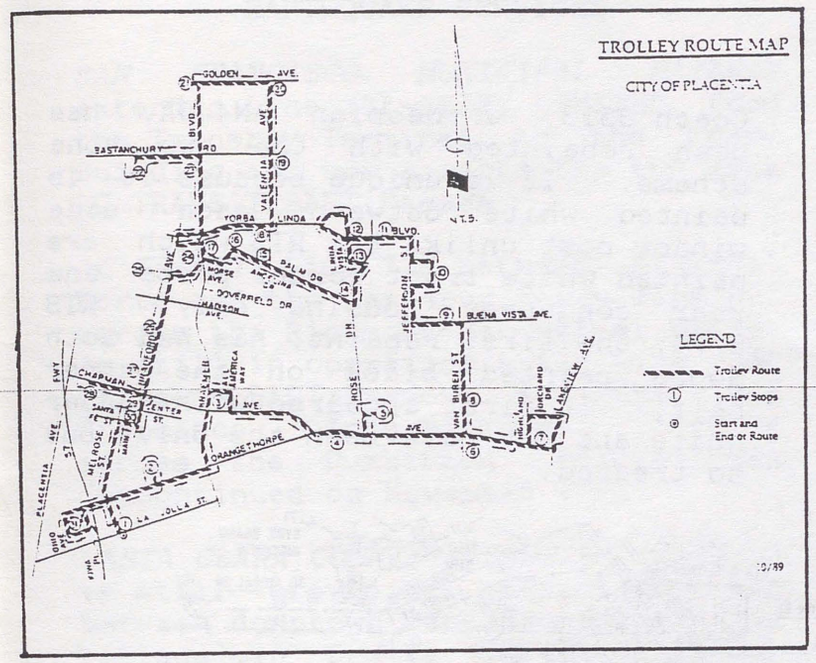


PLACENTIA TROLLEY
(PT)

PLACENTIA: October 16th was opening day for the newest local transit service in Southern California. PLACENTIA TROLLEY is a one vehicle, one circulator route, free of charge, city sponsored program. The vehicle, #5157, is a Specialty Vehicle Manufacturing Company style trolley painted green over red which seats 38 (wooden benches), has one door, is not accessible, has wood upper sides and green carpeted lower sides, two way radio, heating and air conditioning. Service operates on weekdays between 900AM and 500PM with Saturday operation between 1000AM and 200PM.



PLACENTIA TROLLEY MAP



SOUTHERN CALIFORNIA
RAPID TRANSIT DISTRICT
(RTD)

LOS ANGELES: RTD has approved a $14,200,000 contract with The Flxible Corporation for purchase of 71 diesel powered lift equipped 40 foot buses.



1964 - 1989

They have also applied for UMTA Section 3 funding to purchase twenty low emission buses and to convert Divisions 5 and 15 to multiple fuel dispensing facilities (Division 5 will be home to diesel with avonet while Division 15 will be the base for compressed natural gas buses). In addition, Section 9 funds have been requested for 133 low emission buses, 40 non-revenue vehicles, spare parts and for facility improvements.

RTD
(Continued)

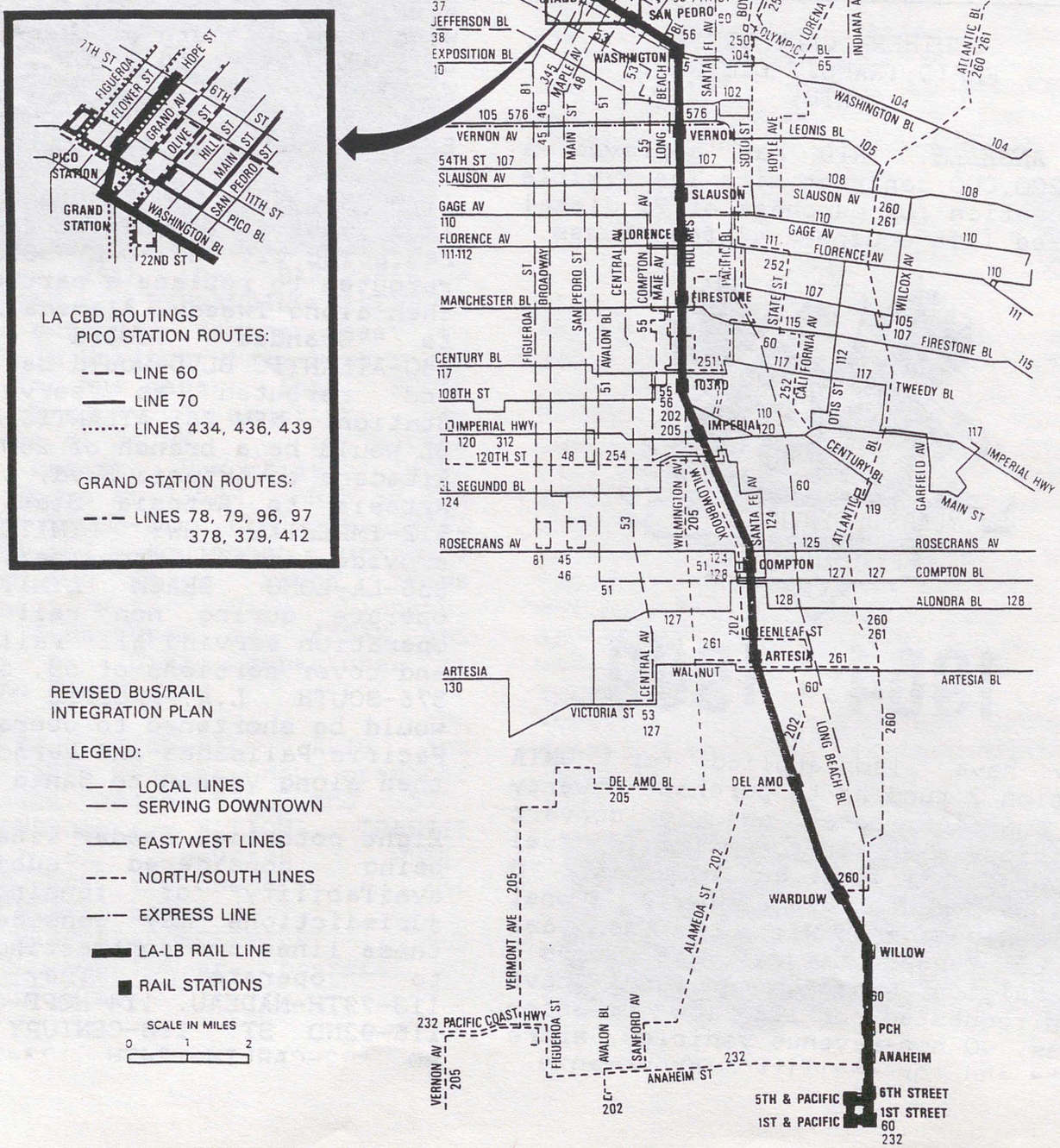
The Long Beach-Los Angeles Light Rail Line is scheduled to begin operating next July. RTD has developed a plan designed to integrate the existing bus system with the rail line. Some 40 lines could be impacted, either through reroutings, frequency changes, implementation or discontinuation. A public hearing was held December 2 to receive public comment on the major changes. All of these lines would serve at least one rail station. Changes proposed include shortening 55-COMPTON AVE. to operate between Los Angeles and Willowbrook with service south of there to Wilmington renumbered as 202. 56-WILMINGTON AVE. would be shortened to operate between Washington Station and Willowbrook with service south of there replaced by an extended 205. 104-EAST WASHINGTON BLVD. would be extended from Soto along Washington, Long Beach Ave, 15th, 12th, Wall, 11th/12th and Sentous to Pico. 117-CENTURY BLVD. would be extended from Lynwood to Rancho Los Amigos replacing 61. 251-DALY-SOTO would be rerouted to replace a part of 61 and then along Tweedy, Alameda and 103rd to Grandee (103rd Station). 260-ATLANTIC BLVD would be shortened and rerouted to serve Wardlow Station. NEW 261 ATLANTIC BL-ARTESIA BL would be a branch of 260 operating Altadena to Artesia Blvd, then along Artesia to Artesia Station. NEW 312-IMPERIAL HWY LIMITED would provide limited stop service. NEW 356-LA-LONG BEACH LIMITED would operate during non rail hours of operation serving all rail stations and cover portions of 55, 56 and 60. 576-SOUTH L.A.-PACIFIC PALISADES would be shortened to operate between Pacific Palisades and Vernon Avenue, then along Vernon to Santa Fe.

Eight potential feeder lines are also being considered subject to availability of funding. Local jurisdictions may consider funding these lines and contracting with RTD to operate. They include 113-79TH-NADEAU, 114-HOPE-CLARA STS, 116-92ND ST, 118-CENTURY BL-ABBOTT RD, 122-CARLIN-124TH, 123-135TH ST

RTD
(Continued)

432-WESTWOOD-UCLA-WEST LA-PICO STATION, 555-HUNTINGTON BEACH-LAKEWOOD-DEL AMO STA and 559-FULLERTON PARK/RIDE-CERRITOS-ARTESIA STATION. By June 1991 all of these lines would be discontinued - 351, 358, 360, 456 and 457. Implementation of the route changes would be phased beginning in June 1990, then September, December and then June 1991.

Coach 3513, a Neoplan AN440A, has been repainted with the two tone scheme. It is unique because it is painted white between each side window post unlike the RTS which are painted white front corner posts and rear condenser housing only. RTS 8774, the first repaint, has had both doors painted black on the upper half. It first appeared with upper white and may have been the only bus so treated.



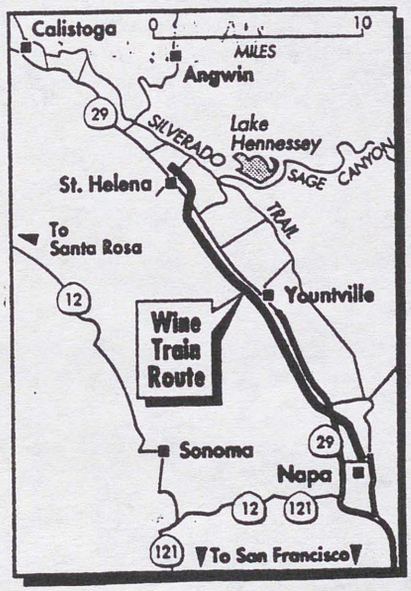
UPDATE ON BAY AREA EARTHQUAKE SERVICES

SAN FRANCISCO MUNICIPAL RAILWAY extended Line 38L-GEARY LIMITED from the Transbay Terminal to the Ferry Building and now accepts the two week AC TRANSIT/BART Passes.

AC TRANSIT Line 72F between BART/Del Norte and the Larkspur Ferry Terminal across the Richmond-San Rafael Bridge is still in operation while Line DBF between BART/Fremont and the San Francisco International Airport across the Dumbarton Bridge was discontinued on November 17th.

SANTA CLARA COUNTY TRANSIT DISTRICT is still providing special service between downtown San Jose and Santas Village in Scotts Valley although Highway 17 has now been reopened, the original reason for this service was the closing of the highway. Service has resumed between Los Gatos and portions of the Santa Cruz Mountains as Line 76 is now operating weekday peak hour trips.

NAPA VALLEY WINE TRAIN (NVWT)



NAPA: Following a 2 year battle NAPA VALLEY WINE TRAIN won permission from the PUC for limitd passenger service through Napa County's wine country and began service on September 16th. The PUC approval endorsed a settlement between train operators and a coalition of Napa area residents opposed to the train. The $25 service from Napa to St. Helena and back operates two round trips on Tuesday, Wednesday and Thursday and three trips on Friday, Saturday and Sunday.

NAPA VALLEY WINE TRAIN (Continued)

The train consists of two parlor cars, a dining car and a kitchen car. The cars date to the 1920s and have been refurbished with imported upholstery, polished brass fittings, wood paneling and glass chandeliers. The parlor cars are equipped to serve up to 28 Napa Valley wines by the glass. The burgundy colored train will be pulled by a diesel locomotive.

The agreement requires passengers to remain on the train throughout the three hour round trip and NVWT must submit an environmental impact report. The agreement and PUC approval do not alter two lawsuits, one in state court and the other in federal court. Each suit deals with whether the PUC or the Interstate Commerce Commission has jurisdiction over the train. The railroad, which operates on former SOUTHERN PACIFIC trackage, has transported wine tanks and other commercial freight heretofore.

DOG PUTS TRAIN ON LEASH

MIAMI, FL: A tiny dog out for its morning walk stopped eight morning rush-hour Metrorail trains last month.

While passengers cooled their heels, transit workers chased the stray dog. And chased. And chased.

The chase ended 1 1/2 hours later. 1 1/2 miles away.

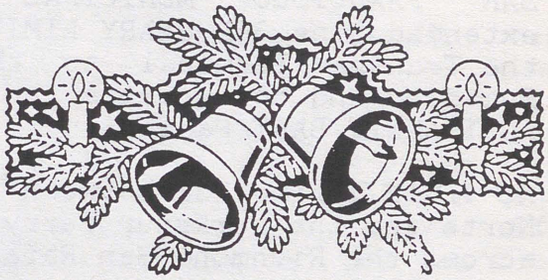
"We didn't want to be heartless and just run over the dog," said a transit spokesman.

A Train operator spotted the female stray, a beige terrier just a few years old, around 7 a.m.

Station to station, power was cut off. Without power, it is impossible to reroute trains. At 8:30 a.m., with a spooked dog finally in hand, transit officials restored power.



EQUIPMENT REPORT



PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
Rockton Bus Company (IL)	409	MCI	102C3ss/KP042485	01/89
Lake Shore Motor Coach(UT)	2101-2102	MCI	102C3/KP042526-527	02/89
Powder River Transp. (WY)	1031-1032	MCI	102C3/KP042819-821	05/89
Arrow Stage Lines (AZ)	9821-9822	Setra	S215HDH/K1030117-118	1989
	9827,9828	Setra	S215HDH/K1030131-132	1989
	9829-9830	Setra	S215HDH/K1030136-137	1989
	9834-9835	Setra	S215HDH/K1030146,155	1989
K-T Services (NV)	146-160	TMC	102A3/KR007002-016	1989
	161-174	TMC	102A3/KR007024-037	1989
	181-183	TMC	102A3/KR007118-120	1989
Airport Coach	809	Wide One	WO-1/GK529652	1986
-USED-				
Five Star Tours	34	MCI	MC-8/S10612	1
Sundance Stage Lines	418	MCI	MC-8/S11651/U9106	2
	424	TMC	MC-8/1215	3
Storer Transportation	137	MCI	96A3/FP040076	4
Airport Coach	387	TMC	96A3/FR005027	5
Antelope Valley Bus Inc.	1205	TMC	102A3/GR005530	6
	1212	TMC	102A3/HR005934	7
-DISPOSITION-				
Knapp's Bus Lines	387	TMC	96A3/FR005027	8

NOTES

1. Ex Greyhound 7593.
2. Ex Greyhound 3765.
3. Ex Greyhound 5286.
4. Ex Globe City Bus Lines (PA).
5. Ex LTR 387. Leased.
6. Ex California Parlor Car Tours 55.
7. Ex Leisure Time Tours (NJ) 879.
8. Leased from LTR. Returned.

-BIDS AWARDED-

PROPERTY	QTY	BUILDER	MODEL
San Francisco MUNI	44	Orion	30'
Milwaukee County Transit	23	Orion	40' Model V
Utah Transit Authority (UT)	36	Orion	Orion II
Santa Monica Municipal Bus Lines	10	MCI	TC40102A
SamTrans	38	Gillig	40102TB
Chicago Transit Authority	270	Flxible	40102-6T

