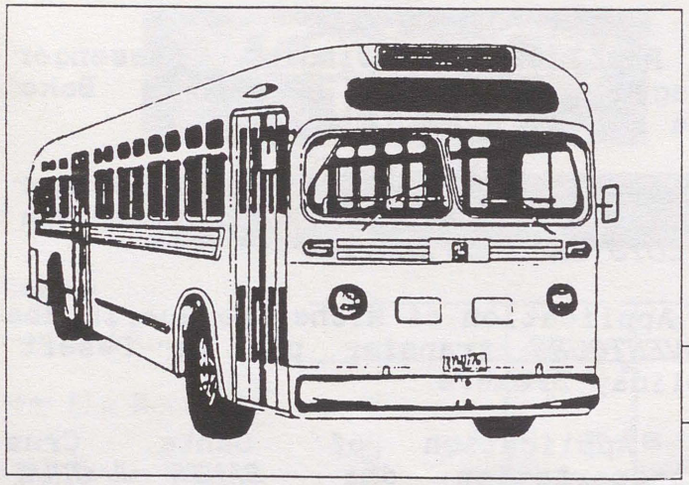


Western Transit

Monthly Publication of The Western Transit Society

VOL. 28 NO. 10 OCTOBER 1990

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION

LADOT

LOS ANGELES: The sixth DASH service, DASH/EXPO PARK, began operating on September 4th between the Coliseum, USC, Exposition Park area and the westside of downtown Los Angeles. Service operates every half hour between approximately 730AM and 530PM Monday through Friday using two National Transmarks of the 50-79 series and is operated by GREYHOUND LINES, INC. under contract to LADOT. Buses leave the southern terminal at Browning and Vermont at 730AM and every half hour until 1130AM, then 1210PM and every half hour until the last trip at 440PM. Round trip running time is 50 minutes and buses just pass through downtown. A quarter fare is charged all riders.

The initial routing began at Browning and Vermont traveling via Vermont, Exposition, Figueroa, Adams, Grand, 18th, Olive, Venice, Hope, Pico, Figueroa, Wilshire, Grand, 11th, Figueroa, Pico, Hope, Venice, Grand, Adams, Figueroa, King Blvd and Vermont to Browning. Beginning September 25th the downtown portion was changed north of Olympic and Figueroa via Figueroa, 9th, Olive, 7th, Grand, 11th, Figueroa.

Current plans call for additional buses, believed to be National Coach REs, which could take up to three months to acquire, and then service would operate every 15 minutes during rush hours on weekdays and between 630AM and 1000PM Monday thru Saturday. This new service is expected to reduce downtown traffic congestion by allowing commuters to park at Coliseum area lots and bus downtown. Final plans for the park and ride concept are being worked on.

(Ed. Note - While most DASH services are community based circulators to enhance mobility and complement fixed routes this one could be possible competition for RTD Line 81-FIGUEROA STREET, certainly price wise - 25 cents versus $1.10.)

COVINA CITY TRANSIT
(CCT)

COVINA: CCT is another NEW operation having started during August. It consists of two fixed routes operating throughout the city with a fleet of three Specialty Vehicle Manufacturing Company motorized trolleys. The BLUE Line serves the eastern part of the city operating on a 45 minute headway while RED Line generally serves the west side and operates on a 55 minute headway. Service operates Tuesday through Saturday. The weekday service span is 630AM to 630PM while on Saturday a 900AM to 500PM span is provided. Fares are 50 cents with CCT transfers a dime and transfers to RTD a quarter.

DAVE TRANSPORTATION SERVICES, INC. operates the service under contract to the city using a fleet of three all red with cream lettering, lift equipped, 25 seat, air conditioned "trolleys". The seats are wooden with aisle facing near the front and

(Continued on Page 3)

PUBLIC UTILITIES COMMISSION (PUC)

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

✓ Application of *PENINSULA CHARTER LINES* to abandon its psc to operate between San Francisco & Palo Alto

✓ Metropolitan Paratransit Company dba *CELEBRITY AIRPORT LIVERY* transfer psc to Century Transit Systems

✓ *DELUXE EXPRESS SERVICE* passenger stage certificate between San Francisco, et al, & Los Angeles - Granted PSC 6145

✓ Il Sung Ko dba *TAEGUK AIRPORT SERVICE* extend on call psc to LAX - PSC 4945

✓ 911 Emergency Service dba *ESCORT TRANSPORTATION SERVICE* on call passenger stage certificate between points in Stanislaus County, et al, & San Francisco Airport - Granted PSC 6284

✓ *PUMA BUS LINES* passenger stage certificate between San Diego, Los Angeles & Alameda Counties - Granted PSC 6383

✓ *AMERICAN AIRPORT SHUTTLE* on call passenger stage certificate between San Francisco & San Francisco Airport - Granted PSC 6432

✓ Resolution rescinding passenger stage certificate of Kenneth E. Bake dba *FREMONT COMMUTE SERVICE*

✓ Resolution rescinding passenger stage certificate of D.C. McCoy dba *McCOYS CHARTER SERVICE*

✓ Application of Micheline Guerin dba *ADVENTOURS* transfer psc to Desert Holiday Brokers

✓ Application of Santa Cruz Transportation dba *SANTA CRUZ AIRPORTER* to establish a zone of rate freedom of -$5 to +$10

✓ Application of Uri Darvish dba *GOLD SHUTTLE* for passenger stage certificate between Los Angeles County points & Los Angeles Int'l Airport and other airports

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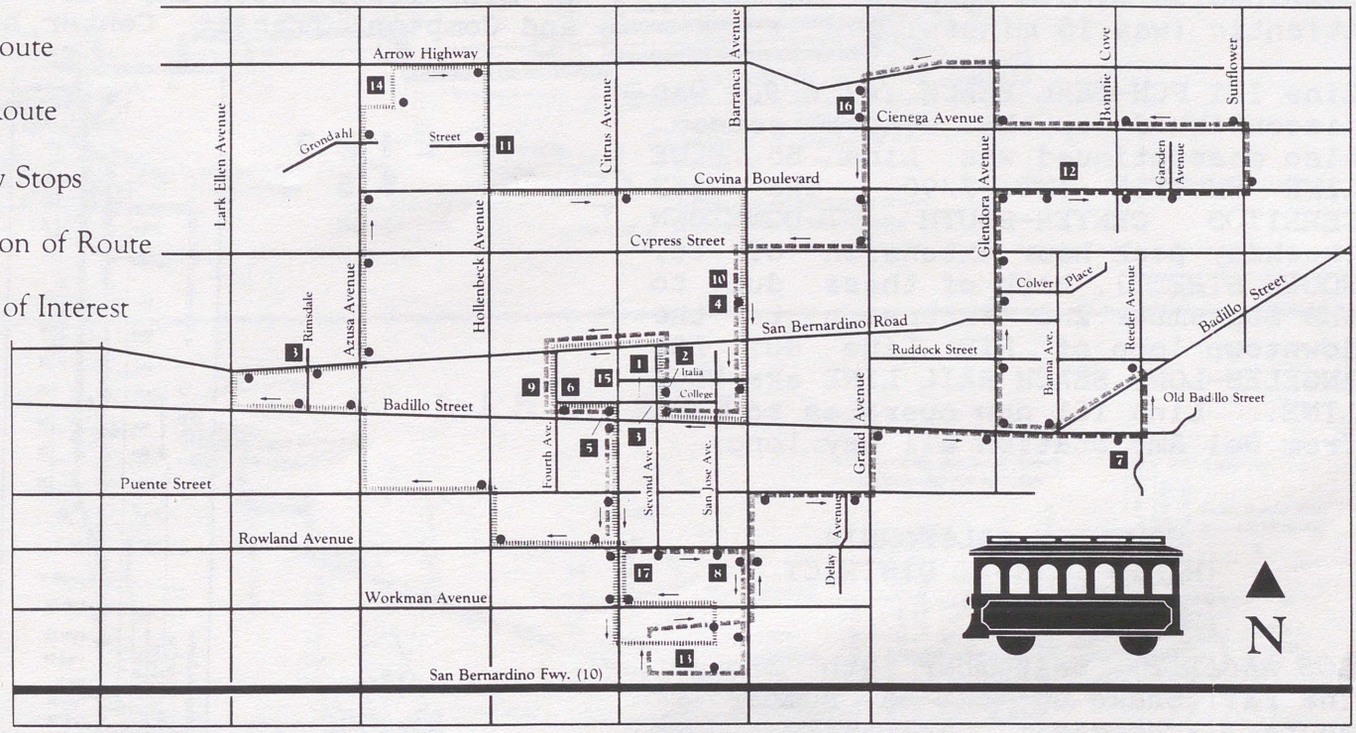
Covina City Transit

(Continued)

ROUTE MAP

Legend

- Red Route
- Blue Route
- Trolley Stops
- Direction of Route
- 1 Points of Interest



all forward facing in the back half of the vehicle. The vehicles are radio equipped and have Main fare boxes. The City of Covina is funding the transportation expenses through a portion of its share of Proposition A sales tax money.

OMNITRANS
(OT)

SAN BERNARDINO: Two new West Valley fixed routes began operating on July 9th, 70 SO. ONTARIO and 71 ONTARIO AIRPORT-EAST ONTARIO. Both lines operate hourly between 630AM and 730PM weekdays and 730AM to 630PM on Saturday using two buses which are interlined. 70 begins at Philadelphia and Vineyard via Philadelphia, Archibald, Riverside, Vineyard, Francis, Grove, Philadelphia, Campus, Emporia, Sultana to D where it becomes 71, then via D Street, Vineyard (to Ontario Airport and return), D Street, Guasti Road, Turner, Old Guasti Road, Haven and Inland Empire Blvd to Mercedes.

Most of the new 600-633 series TMC 35 foot series RTS buses are now in use throughout the West Valley replacing all of the 1000 series Flxible New Look buses, vintage 1975. The buses have 35 blue colored fiberglass seats with padded inserts, two wheelchair positions, sliding side windows, heating and air conditioning, beige upper sides and blue lower sides, GFI electronic fareboxes and Vultron electronic headsigns.

LONG BEACH TRANSIT

LONG BEACH: September 9th was the date of the fall service change. Line 6 ATLANTIC AVENUE was divided into two segments, 61 ATLANTIC TO ARTESIA STATION and 62 ATLANTIC TO ALONDRA. Line 62 operates over the route of the former 6 while 61 operates between downtown and

LONG BEACH TRANSIT
(Continued)

Atlantic & Artesia, then via Artesia, Acacia and extension of Walnut into the BLUE LINE Artesia Station. Weekday peak hour headways on each line are 20 minutely providing a combined 10 minute headway on inner Atlantic (was 15 minutely).

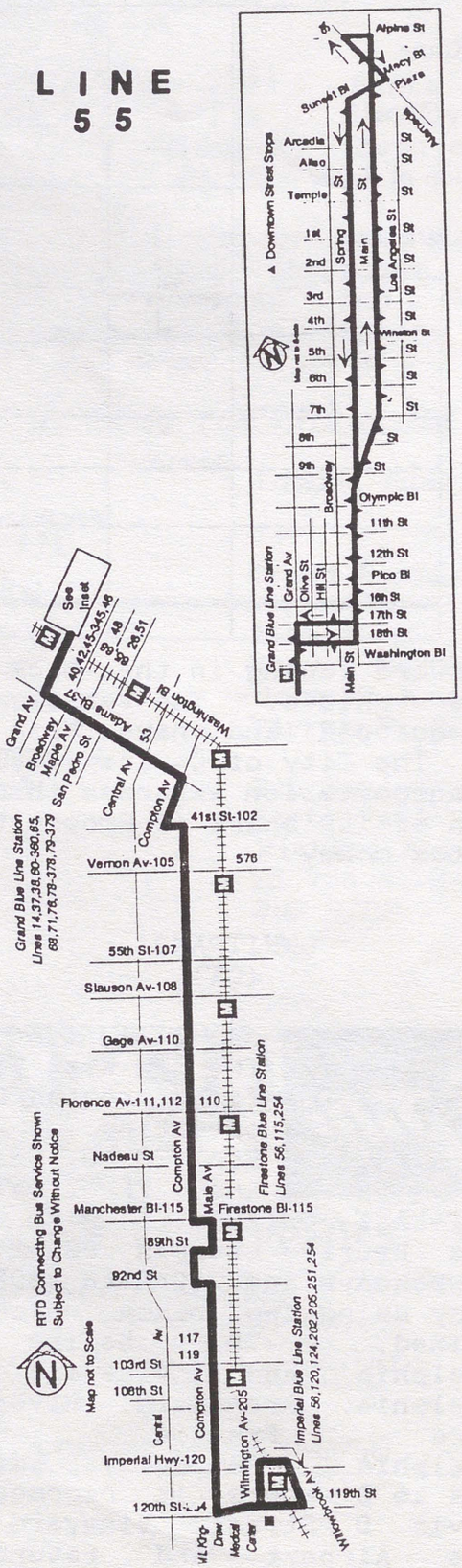
Line 171 PCH-SEAL BEACH *(WT 6/90)* was discontinued for the winter season. Also discontinued was Line 55 BLUE LINE SHUTTLE (WT 7/90) and 162 CERRITOS CENTER-SOUTH ST-DOWNTOWN (weekday peak hour extension of 161 SOUTH STREET), both of these due to the September 2nd extension to the downtown loop of RTD Line 801 LOS ANGELES-LONG BEACH RAIL LINE aka BLUE LINE. Line 161 now operates to and from Del Amo Station all day long.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

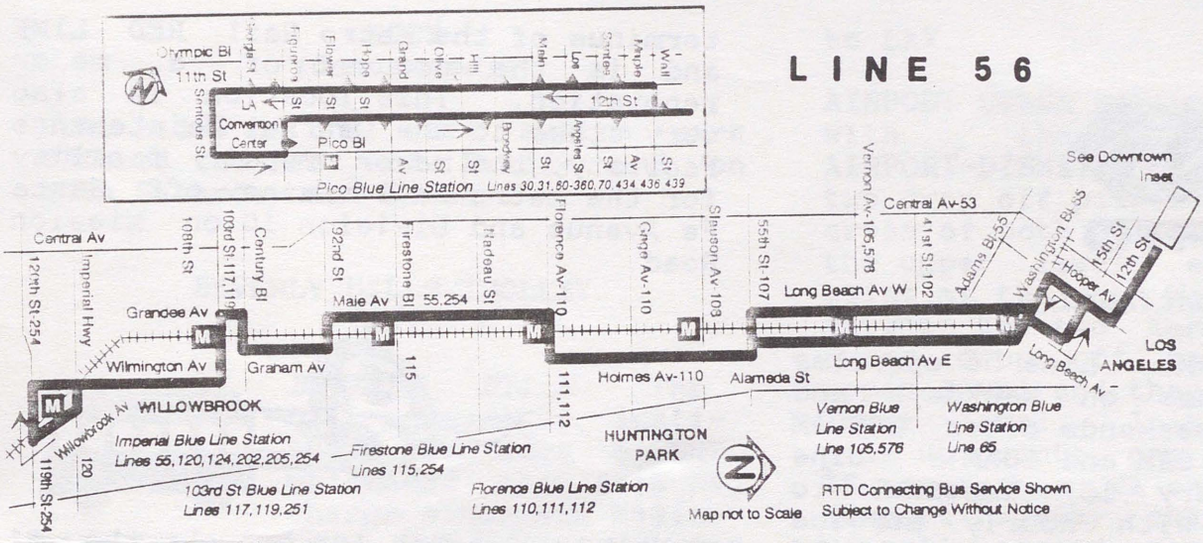
LOS ANGELES: September 9th brought the Fall Shake Up and a number of route changes, primarily to north/south lines, related to the METRO BLUE LINE. Involved were lines 55, 56, 60, former 61, 117, new 202, 205, 251, 252 and 576.

Line 55 was divided into 55 L.A.-COMPTON AVE-WILLOWBROOK and NEW 202 WILLOWBROOK-COMPTON-WILMINGTON. Line 55 begins at Macy and Alameda and operates generally via its previous route as far as BLUE LINE Imperial Station. It is now based entirely at Division 10. NEW Line 202 is a rerouted version of the former south end of 55 and operates from Imperial Station to Wilmington via Willowbrook Ave, Del Amo Station and Alameda Street. Line 202 is based at Division 18. Line 56 WILLOWBROOK-LOS ANGELES was shortened at both ends. It now begins at 11th & Georgia operating via 11th, Sentous, Pico, Figueroa, 12th, Hooper, Washington, Long Beach Ave, 55th, Holmes, Florence, Maie, 92nd, Graham, Century, 103rd, Wilmington, Imperial and into Imperial Station. Line 205 HARBOR CITY-SAN PEDRO was extended northward over some previously unserved streets and the former south end of the 56 as far as Imperial Station. It was also transferred from Division 12 to 18.

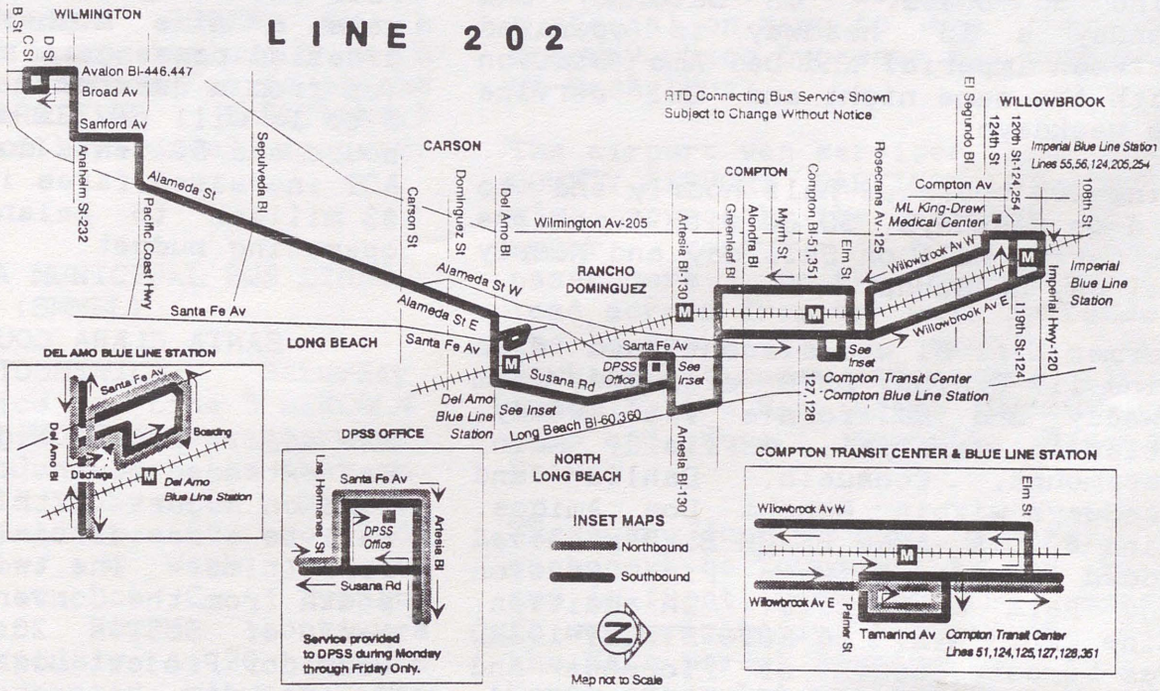
Line 55 operates every 10 minutes peak, 15 minutes base end to end, 15" all day on weekends with hourly Owl service which also includes a segment of Line 202 between Imperial Station and Compton Transit Center between



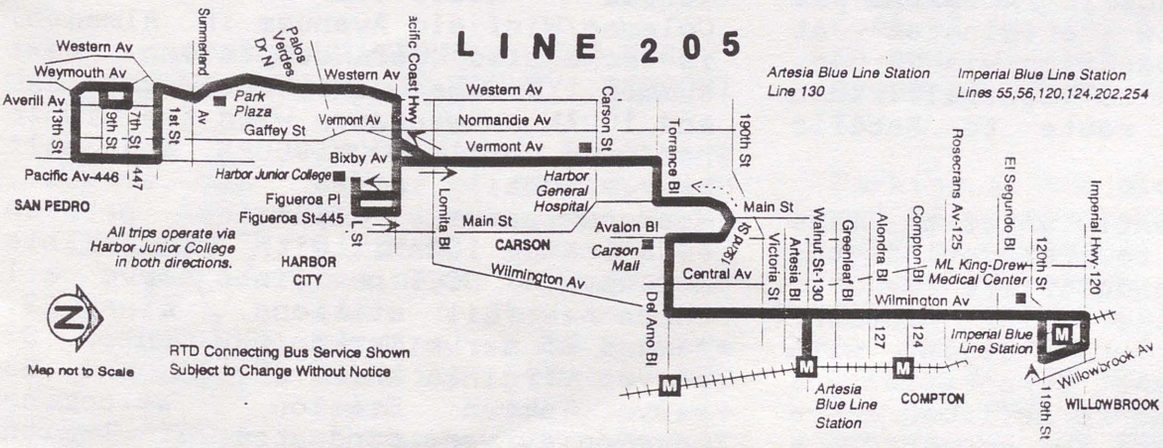
LINE 56



LINE 202



LINE 205



RTD

(Continued)

1000PM and 400AM. Line 56 operates 20" peak/30" base on weekdays and half hourly on weekends after 1000AM (hourly between 5AM and 10AM). Line 202 operates every 15" Imperial to Del Amo Station with hourly service to Wilmington on weekdays, half hourly night to Del Amo and hourly Owl Imperial Station to Compton using Line 55 buses. On Saturday and Sunday a 15" headway is operated between Imperial and Del Amo Station with the same night and Owl service as weekdays.

Line 205 operates half hourly end to end on weekdays, 30/60 with turnbacks at Carson Mall on Saturday and hourly all day on Sunday.

Former Line 61 was discontinued with Line 117 CENTURY BLVD extended from Tweedy and California via Tweedy, Atlantic, Imperial, Garfield, Main, Paramount, Consuelo, Dahlia and roadways within Rancho Los Amigos. Line 60 L.A.-LONG BEACH BLVD received added service between Pico Station and Palm & Seville. In addition, Line 251 AVE. 26-SOTO STREET-103RD was rerouted south of Florence and Seville via Seville, Long Beach Blvd, Firestone, Santa Fe, Truba, Tweedy, Alameda and 103rd Street to BLUE LINE 103rd Station. Line 576 VERNON AVE-LOS ANGELES-PACIFIC PALISADES was shortened and now originates at Vernon and Soto operating via Vernon, Santa Fe, Vernon to Central, then over the former route to Pacific Palisades.

The RTD Board recently voted to take the first steps toward moving the District to new headquarters (yet to be built) near the Union Station. Negotiations are to begin with Catellus Development Corporation, a subsidiary of Santa Fe Railroad as a partner in a venture to construct a $40 million office building. The Union Station will be the downtown terminus of the Metro Rail RED LINE and is the process of a major renovation. This location is also very close to the Central Maintenance Facility, the major repair facility for the Metro Rail trains off Santa Fe Avenue and Division 10 on Mission Road.

AC TRANSIT

OAKLAND: October 1st brought the $1 local bus fare to Oakland. Previously the off peak local line rate was 75 cents with the peak hour rate a dime higher. Elderly and disabled passengers now pay 35 cents (up from a quarter). Youngsters aged 5 to 16 will pay 85 cents during peak hours and 50 cents during off peak. ACT increased fares in order to raise $3 million to balance its current operating budget.

SANTA CLARA COUNTY TRANSIT (SCCT)

SAN JOSE: SCCT's light rail system was extended south of downtown San Jose on August 17th bringing light rail to a residential area for the first time. The two mile extension, south from the Convention Center, is part of SCCT's 20 mile Guadalupe Corridor Project Light Rail System. Trains now serve the Technology Center, Virginia Street and Tamien Stations. The remaining eight miles of light rail (from Tamien to Santa Teresa Boulevard and to Coleman/Winfield Avenues in Almaden) is scheduled for completion next summer. Trains operate between 415AM and 100AM on weekdays with ten minute headways until about 900PM and half hourly until close of service. Weekend service operates between 600AM and 100AM with comparable headways. SCCT bus lines serve all three new rail stations. Lines 23, 24 and 85 serve Technology Center, 83 serves Virginia while 25, 82 and 83 serve Tamien Station. Welcoming ceremonies were conducted at Tamien Station followed by inaugural rides and a Neighborhood Block Party.

SCCT
(Continued)

Free rides on the rail system were offered the rest of Friday and on both Saturday and Sunday.

BEVERLY HILLS TROLLEY (BHT)



BEVERLY HILLS: The city recently instituted a $1 fare on BHT which had been free of charge since its beginning last year. Two motorized open sided trolley vehicles operate Tuesday thru Saturday except holidays and rainy days every half hour between 1030AM and 530PM on a circulator type route including both business and residential parts of the city. DIVERSIFIED PARATRANSIT operates the trolleys under contract to the city.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Saturday service on Line 3 LINCOLN BLVD-MONTANA was improved on June 24th so that an all day 20 minute headway is provided south of Lincoln and Washington to LAX Terminal at Lot C. Evening service (after 700PM) continues hourly. Previously a 20 minute headway was operated between San Vicente & Gorham and Lincoln & Fiji Way with hourly trips to the Airport.

GROUND OPERATIONS AT THE NEW JOHN WAYNE (ORANGE COUNTY) AIRPORT

SANTA ANA: Following 3 year of construction the new John Wayne Airport opened for business on September 16th. The new two terminal, 14 gate facility has a two level roadway, the upper level for passengers who are leaving the airport and the lower level for arriving passengers similar to LAX.

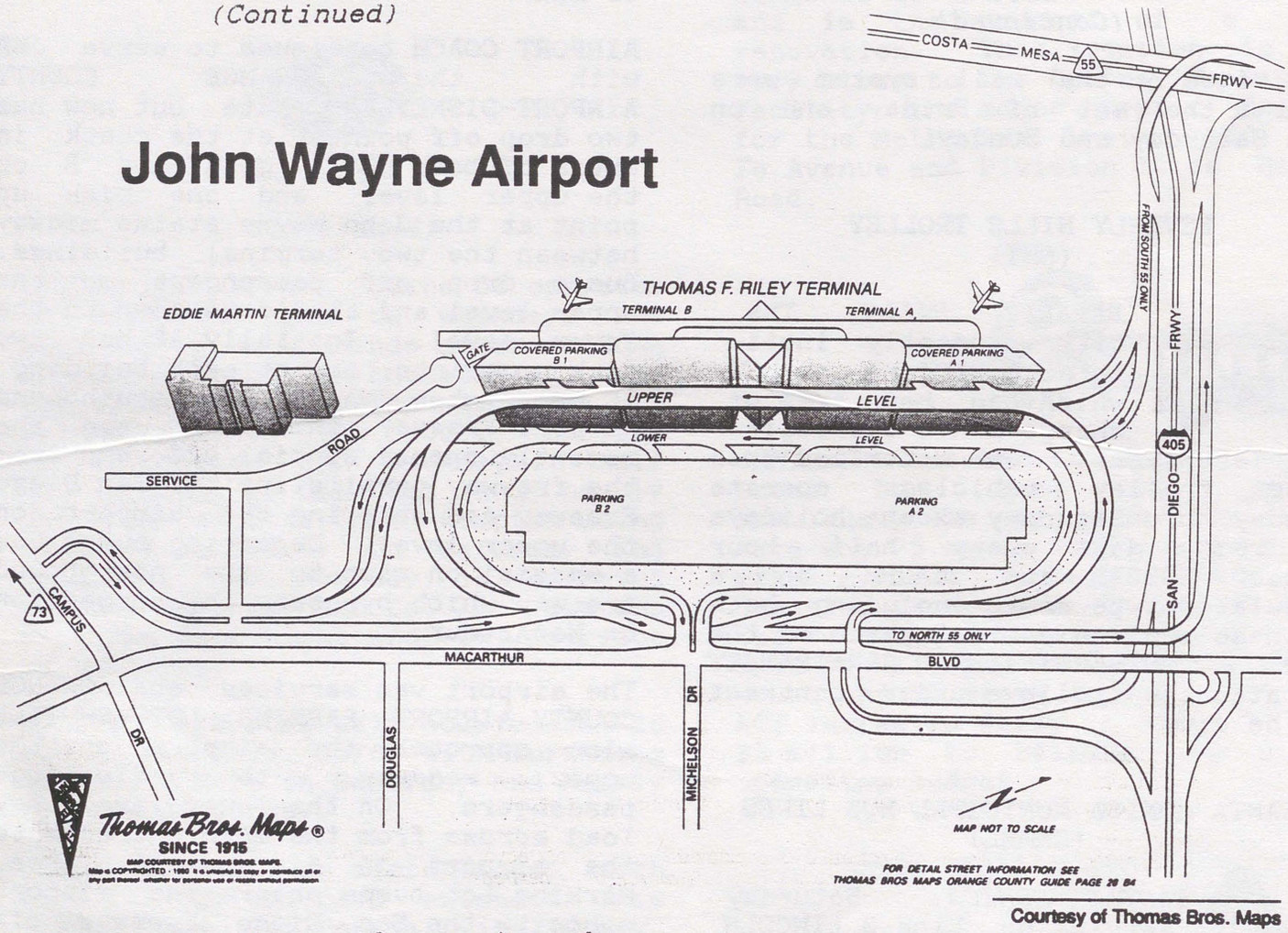
AIRPORT COACH continues to serve JWA with the ORANGE COUNTY AIRPORT-DISNEYLAND route, but now has two drop off points, at the check in areas of both Buildings A and B on the upper level, and one pick up point at the John Wayne statue midway between the two terminal buildings. Buses drop off passengers on the upper level and then come down to the lower level. Initially AC had two pick up points, one at each building. AC approaches JWA on the southbound Newport Freeway and then uses the recently opened special off ramp from the freeway paralleling the San Diego Freeway and entering the airport on the upper level. Departing buses use a special on ramp to the northbound freeway which bypasses the congestion on MacArthur.

The airport van services and ORANGE COUNTY AIRPORT PARKING LOT SHUTTLE also approach the airport on the upper roadway to discharge passengers. On the lower level they load across from the main entrance to the airport in a special area. Parking Lot buses enter the airport opposite the San Diego Freeway off ramp and depart opposite Michelson Drive.

There are four parking garages, one each next to Terminals A and B and two in front, with about 5800 spaces. It was originally planned to close the Main Street Parking Lot and the North Annex Lot and only use the Main Street facility during busy times such as holiday weekends or if demand ever exceeded capacity (there were 1400 spaces in theold terminal). Cost of parking in the new lots is $1 an hour up to $14 a day and the rate drops to $7 per day after the second day.

Parking at the old airport was $12 and $6 at the remote lots. Bowing to public pressure airport officials agreed to keeping Main Street open for at least three months at $7 a day to determine if there is enough demand at the lot to warrant keeping the $42,000 a month park and ride service. OCA staff want to maximize use of the new structures to pay off the bonds for the $310 million

JOHN WAYNE AIRPORT
(Continued)



Courtesy of Thomas Bros. Maps

airport expansion. On opening day five vans were used (#3, 4, 5, 14, 15 - all Econoline 350/Champions) providing an average five minute headway.

AMPCO PARKING COMPANY has been awarded a new contract at $875,000 per year to operate the airport parking structures, the Main Street lot, the shuttle buses and includes an option of providing a continuous electric tram service from the parking structures and remote lot to the Airport. AMPCO has been operating the parking facilities for the last several years.

In other airport news, shuttle vans, limousines and hotel courtesy vans will be charged $1.75 each time they leave OCA beginning next January 1st. The fee was approved by the Board of Supervisors over protests from shuttle and limousine owners who called the amount unprecedented. PRIME TIME SHUTTLE President John Kindt said that his firm will now re-evaluate if it can continue to operate with an estimated $54,000 in additional costs.

The companies protested the amount of the fee saying it is too high compared with other airports. LAX charges $1 per loop for shuttles, $1.50 for limos and nothing for hotel vans. Burbank-Glendale-Pasadena Airport charges shuttles 50 cents.

Airport Manager George Rebella said that the local fee is not related to other airports, but rather is based on the amount of money estimated to pay off bonds sold for road improvements in conjunction with the new airport.

Limos, shuttles and hotel vans using the airport after January 1st must have plastic identification cards on their windshields which will trigger antenna each time they pass it at the edge of the airport recording their trips.

GREYHOUND®

DALLAS, TEXAS: Depending upon who one listens to the strike by members of the Amalgamated Transit Union is over (GLI officials) or the job action has only begun (ATU officials).

During the first few months of the work stoppage GLI did not publish timetables as schedules were changeable on short notice. With the beginning of the summer season GL did publish schedules. Current ridership is less than pre-strike levels and less service is offered. A comparison of service in the western area before and after shows the following changes: DENVER-ALAMOSA (TWI) now has 1 daily round trip, GRAND JUNCTION-MONTROSE-PUEBLO (TWI) is now GRAND JCT-MONTROSE, there are five less round trips SACRAMENTO-RENO, FLAGSTAFF-PHOENIX trips no longer serve Prescott but connections are available at Camp Verde using buses of PRESCOTT TRANSIT AUTHORITY, FORT BRAGG-RUSSIAN RIVER-SF suspended but resumed September 5 as an unusual Fort Bragg to Sacramento schedule via Santa Rosa, Sonoma, Napa. The following have no service: EUGENE-BOISE VIA BEND, TWIN FALLS-POCATELLO, RENO-OROVILLE, SANTA ROSA-SONOMA-SF, VENTURA-SANTA PAULA-LA. Some of the routes may be suspended rather than discontinued, but presently there is no service.

Beginning September 13th ATU suspended the $50 per week strike benefits. Since the March walkout benefits paid out have exceeded $6 million and the union's "defense fund" is about $2 million. ATU officials indicated that this should not be taken as a sign that the union is giving up, but rather ATU needs the money left for legal expenses, the union's involvement in bankruptcy proceedings and its buyout effort.

The Blackstone Group, a New York based investment banking firm, is courting GLI creditors to seek assistance in obtaining financial information for a buyout offer. General partner Richard Ravitch has met with ATU officials to discuss an offer which could include partial employee ownership.

RAZ TRANSPORTATION COMPANY (RAZ)

PORTLAND, OREGON: The COOS BAY-EUGENE route was extended, effective August 4th, from Eugene to Bend. Service on the PORTLAND-ASTORIA route has been expanded from one schedule per day to three by addition of an alternate route. One branch operates via Tillamook and the other runs via St. Helens.

ROADRUNNER BUS LINES (RBL)

COEUR D'ALENE, IDAHO: RBL service between Coeur D'Alene and Lewiston, Idaho has been discontinued without replacement. One daily except Sunday daylight round trip had been operated.

K-T SERVICES, INC. (KTS)

LAS VEGAS, NEVADA: Service between Las Vegas and Phoenix has been increased from one daily to two daily round trips to match the Las Vegas-Reno service levels.



ROSTER OF THE MONTH



FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE	NOTES
101-145	TMC	102A3	KR006952-996	02/89	
146-160	TMC	102A3	KR007002-016	03/89	
161-180	TMC	102A3	KR007024-043	03/89	
181-183	TMC	102A3	KR007118-120	04/89	
735	MCI	MC-9	DP038660	12/83	1
737	MCI	96A3	FP040241	05/85	2

NOTES:
1 - Ex Kerrville Bus Lines (TX) 1051.
2 - Ex Kerrville Bus Lines (TX) V741.

NEW MCI/TMC MODELS FOR 1991

For 1991 MCI and TMC will continue to manufacture several 40-foot models in two different widths to satisfy the needs of intercity and commuter operators as well as conversion coach owners.

The 96-inch model for 1991 is the 96B3. The 96B3, as contrasted to the predecessor 96A3, includes a fiberglass front end, smooth (no exposed fastners) side belt and stainless steel panels below the floor line on sides and rear. A stainless steel front end is also available. The 96B3 is only available with stainless steel lower panels.

There are three 102-inch models for 1991. The 102B3 features a fiberglass front end and smooth (no exposed fastners) sides. The 102B3 is a fully paintable coach. As an option, stainless steel panels can be provided below the floor line. The 102B3 replaces the 102A3. The models with an optional Allison or ZF automatic transmission. With the 8V92-TA (450 h.p. version), only the Allison four- or five-speed automatic is available.

To enhance customer comfort and convenience, a number of options are available. Color-coordinated fabric can be applied to seats, sidewalls, underside of parcel racks, ceiling, back wall and lavatory door. A video cassette player with six nine-inch monitors is available to entertain customers. Passenger side window blinds minimize heat and glare, yet permit passengers to view the scenery.

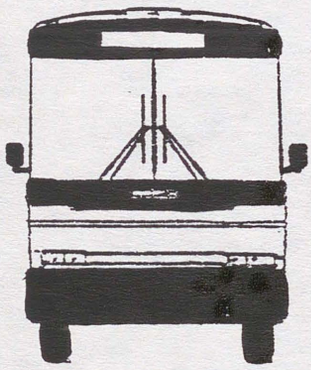
All MCI models will feature larger, improved mirrors for 1991. Each side mirror includes a 9"x7 5/16" flat mirror and a lower, separate 9"x4 3/16" wide-angle (convex) mirror. Optional heating and remote control features can be specified.

In May of this year, MCI unveiled its new 45-foot prototype accessible

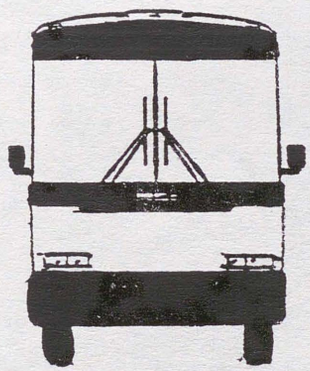
NEW MCI/TMC MODELS FOR 1991
(Continued)

intercity coach. The MCI 45-foot coach is a research and development prototype, funded in part by a Canadian federal government grant. A result of two years of development, the new MCI coach is the first 45-foot intercity coach of its type, designed and engineered from the ground up and not merely a stretched version of a standard 40-foot model. The coach features a self- contained, modular-design hydraulic wheelchair lift, and a unique lavatory at the rear of the coach which is fully accessible to passengers with a broad range of disabilities. The coach will be tested to determine if there is enough demand to place it in production.

A wheelchair lift is an option on the 102B3 only, while the kneeling feature can be specified for any model. Finally, all MCI models include one of the industry's finest warranties of 200,000 miles or 24 months.



102A3/102B3 Front



102C3 Front

MCI/TMC SERIAL NUMBERS

There has been a lot of controversy about how to tell the models apart and find the serial numbers. Hopefully this will be of some help.

The 96" or 102" models can be easily told by looking at the rear. On the 96" model, the engine compartment door are next to the tail light assembly. On the 102" models, there is a 3" space between the engine doors and the tail light assemblies. Another way is by noticing the slant from the front of the bus to just behind the door or driver's window.

All the models (except the 102C3) had fluted siding and a headsign centered above the windshield.

The 102C3 has all smooth sides, front and rear and no headsign. A headsign is optional and located above the driver on left side (oposite the MC-8 and MC-9 signs). The 102C3ss is the same as the 102C3 except that it has fluted sides only. The front and rear are still smooth.

There are two places to find the builders plate on these models: inside the front door on the left in stepwell or above the engine in the engine compartment. Both plates give serial number, model number and date built.

On the serial numbers, only the last eight digits are significant. These eight consist of two letters and six numbers (LP043443). The first letter is the year (A=1980, B=1981 and on up so L=1990). The second is where built (P=Pembina, the MCI plant). The last six are the sequential serial number.

By the serial number you can tell whether it is an MCI or TMC. A lot of the TMCs say MCI on the front and some of the plates say MCI/TMC. If the second letter in the serial number is a P, it is an MCI (built in Pembina, ND - MCI plant), if it is an R, it is a TMC (built in Roswell, NM - the TMC plant).

Here is a short list of second letter meanings:

B=Brownsville, TX - Eagle
C=Charlotte, NC - MAN
C=Chino, CA - Crown & National
D=Delaware, OH - Flxible
H=Honeybrook, PA - Neoplan
L=Lamar, CO - Neoplan
P=Pembina, ND - MCI
R=Roswell, NM - TMC
U=Union City, CA - New Flyer
W=Winnipeg, Canada - New Flyer

Exceptions:
1=Hayward, CA - Gillig
3=GM of Canada (now MCI)

BUSES ON DISPLAY AT EXPO 90 IN HOUSTON

BUILDER	*MODEL*	*SERIAL #*	*DATE*	*OPERATOR*
Eagle	AE-15	MB011282	09/90	Demonstrator
Flxible	40102-6T	KD100406	03/89	Columbia Gas CNG Bus
	40102-6T	LD101910	07/90	Baltimore MTA (MD) 118C
Gillig	Spirit	L2090085	09/90	Demonstrator
Ikarus	416.1	LA155107	1990	Houston Metro 2469
MCI	102DWL3	LW058001	04/90	45-foot with lift in rear
	TC40102N	L3000524	1990	Medicine Hat Transit 768
	1 Step	JU76489	1988	Low Floor Demonstrator
National	RE	L1900577	08/90	DASH - Los Angeles
	RE	L1900599	09/90	Demonstrator
Neoplan	AN440L	LL013003	1990	Low Floor Bus Demonstrator
	AN122/3	LL013085	08/90	Skyliner Demonstrator
New Flyer	D40LFS	KP013580	12/89	Low Floor Demonstrator
Orion	Orion V	---		Toronto Transit Comm. 9370
TMC	T80208	LR827279	08/90	RTS 08 Demonstrator
Setra	S215HDH	L1030176	1990	Arrow Stage Lines 9845
Specialty Vehicle Mfg	Spartan	KC002526	06/90	Trolley Demonstrator
	SVMC	LC143432	09/90	Open Air Tram Demonstrator
Stewart & Stevenson	T25	KW022626	03/90	Starship Shuttle, Metro 3102
	T30	LH000001	08/90	Gemini, Denver RTD 3716
	T40	LH000001	09/90	Apollo Demonstrator

E Q U I P M E N T R E P O R T

PROPERTY	FLEET #	BUILDER	MODEL/SERIAL #	DATE/ NOTES
-NEW-				
Cherokee Tours	25514	MCI	102A3/JP041869	01/88
Evergreen Trails (WA)	311	MCI	102C3/LP043374	04/90
Gray Line Tours Co. (LAX Flyaway)	80-88	MCI	102AW3/LP043578-586	08/90
All West Coachlines	131	Prevost	2P9L/M1001719	09/90
Houston Metro (TX)	3102	S&S	T25/KW022626	03/90
	3113	S&S	T25/LW025828	01/90
Cherokee Tours	25515	TMC	102A3/JR006625	08/88

