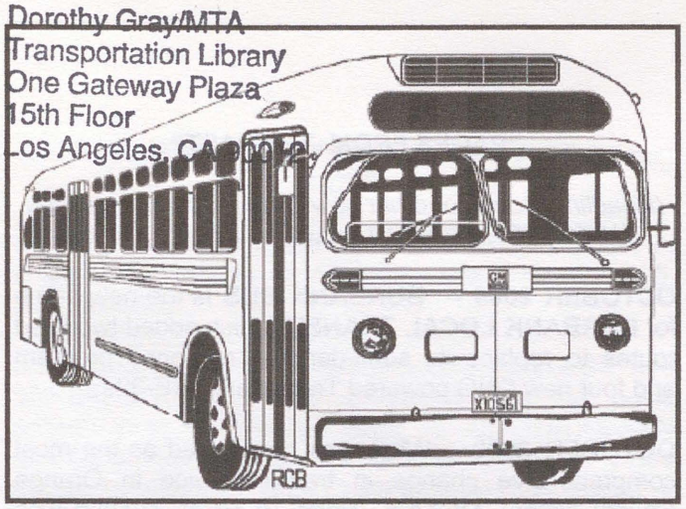
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VOL. 48, NO. 10 **October 2010**

LUNCH EXPRESS TROLLEY BUS/ SANTA ANA HAPPY HOUR TROLLEY (LETB/SAHHT)

SANTA ANA: The Downtown Santa Ana Merchants Association is currently sponsoring the **LETB/SAHHT** as part of a marketing plan to promote and expand the revival of downtown Santa Ana, in particular the many restaurants and the Artist's Village area.

The program, which began during the summer, includes two new FREE shuttle bus routes operating on Thursday and Friday.

They are both operated by *COACH AMERICA ANAHEIM (PACIFIC COAST SIGHTSEEING)* using PC's Molly Trolley 63539 which has been outfitted with appropriate advertising on its sides.

LUNCH EXPRESS operates every 20 minutes between 1100AM and 200PM in a one-way loop serving Sycamore from Walnut to 3rd, 3rd, Bush, Santa Ana Blvd, Flower, Civic Center, Ross, 3rd and Sycamore to Walnut (Original Mike's).

HAPPY HOUR operates every 25-30 minutes serving the same one-way loop downtown and also operates to and from The Depot At Santa Ana (*AMTRAK/ METROLINK* Station) along Santa Ana Blvd.

Shuttle stops include 1st & Main, 4th & French, Santa Ana & Flower, Court House, Santa Ana Library, Ross & 4th, Sycamore & 3rd. 5th & Bush and Depot At Santa Ana are also served by the HAPPY HOUR route.



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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

City Sightseeing Corporation dba CITY SIGHTSEEING SAN FRANCISCO for a Certificate of Public Convenience and Necessity (PSC-21558) to provide scheduled sightseeing service over seven routes between points in San Francisco and Marin Counties and authority to establish a Zone Of Rate Freedom using a fleet of ten MCW Metrobuses (English double deckers) and ten open top school buses.

DECISIONS

Berhanu Lemma dba SATIRO SEDAN SHUTTLE has been granted authority (PSC-25579) to operate as a on-call, door-to-door PSC between the San Diego International Airport and points in the City of San Diego and between points in San Diego, Orange, Los Angeles and Riverside Counties and to establish a Zone Of Rate Freedom. *SSS* currently holds Charter Party Carrier Permit 25579-P.

First Class Shuttle, Inc. dba FIRST CLASS SHUTTLE was granted authority (PSC-24920) to operate as a scheduled passenger stage between Redding, Red Bluff, Corning, Orland, Willows and Sacramento International Airport and to establish a Zone Of Rate Freedom. Only passengers having a point of origin or destination of Sacramento Airport shall be transported. *FCS* has previously held a charter party carrier certificate (TCP 24920-P) since May 2009.

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

OCTOBER 2005 – BURBANK BUS is the new name for **BURBANK LOCAL TRANSIT** which added two fixed routes to replace its semi-demand response program and four new CNG powered Transmark TRE-32s.

OCTOBER 2000 – What was considered as the most comprehensive change in transit service in Orange County history, **OCTA's** "Point To Point" system was inaugurated September 10. There were 84 fixed route lines, 58 directly operated large bus and 26 contractor operated small bus.

OCTOBER 1995 - The **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY** started the first suburb to suburb commuter rail line, INLAND EMPIRE-ORANGE COUNTY, between Riverside, La Sierra, West Corona, Anaheim Canyon, Orange, Santa Ana and Irvine (later extended to both San Bernardino and Oceanside).

OCTOBER 1990 – COVINA CITY TRANSIT started operations—two fixed routes Tuesday through Saturday using a fleet of three Specialty Vehicle Manufacturing motorized trolleys charging 50 cents a ride.

OCTOBER 1985 – MONTEBELLO MUNICIPAL BUS LINES restructured its system to provide service to the recently opened Montebello Town Center including 20-GREENWOOD-SAN GABRIEL BLVD and 70-WILCOX.

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NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD** plans to implement a number of changes on October 31 affecting Lines 302, 304, 305, 309 and 395.

302-OCEANSIDE-VISTA WAY-MARIC COLLEGE and 305-ESCONDIDO-MARIC COLLEGE will be pulse scheduled at the College while 304-ENCINITAS-SAN MARCOS will operate on Rancho Santa Fe Road except for trips serving La Costa Canyon High School.

Line 395-SAN CLEMENTE-CAMP PENDLETON-OCEANSIDE will maintain is current schedule on Monday through Thursday.

On Friday, service will remain the same until 735PM. The 735PM trip from Carl's Jr. (San Clemente) will be the last full length southbound trip. Starting with the 703PM northbound trip from Oceanside, Line 395 will only operate as far north as Camp San Onofre with the first southbound short turn departure at 802PM.

Day time service on Saturday and Sunday will remain as now.

On weekend evenings, the 703PM northbound departure from Oceanside will be the first Camp San Onofre trip with the last southbound trip from San Clemente at 735PM. The first southbound short turn will depart Camp San Onofre at 802PM.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Following receipt of additional transit funding from the State of California, **MTS** restored some service (mostly Sunday) September 5th. This service had been discontinued earlier this year *(WT 12/09)*.

On Sunday, Line 1-EL CAJON BLVD was extended to Grossmont Trolley Station while Sunday frequency on 4 -LOMITA VILLAGE and 6-NORTH PARK-OLD TOWN was improved to half hourly.

Saturday Line 7-UNIVERSITY short turn end at College rather than 69th and Sunday frequency is now every 15 minutes. Sunday hours were added to 11-SDSU-ADAMS-KENSINGTON between Hillcrest and Normal Heights as Route 11U via University, Park Blvd and Adams to 39th.

Sunday frequency on Line 13 was increased to half hourly while Summer only Sunday service on 27-KEARNY MESA-PACIFIC BEACH ended after Labor Day with Saturday headways reduced to 90 minutely.

On weekdays Line 30-LA JOLLA-OLD TOWN-SAN DIEGO was rerouted between VA Hospital and UTC Transit Center to operate on La Jolla Village Drive instead of Nobel Drive and La Jolla Colony. Line 201/202-SUPER LOOP will serve the area.

On weekends, the 30 was extended from VA Hospital to UTC Transit Center along La Jolla Village Drive.

Hourly Sunday service was added on 832-SANTEE and 833--SANTEE LOCAL between 900AM and 500PM.

Reverse direction service was added to 870-EL CAJON-KEARNY MESA with two morning trips from Kearny Mesa and one afternoon trip from El Cajon.

On 901-SAN DIEGO-CORONADO-IMPERIAL BEACH, all Sunday trips now operate between the 12th/Imperial Transit Center and Iris Avenue Trolley Station. On Sunday, Line 929-IRIS-CHULA VISTA-SAN DIEGO was extended to and from City College Station rather than 8th Street Trolley Station.

Weekday service on Line 992-AIRPORT FLYER was extended from 4th & Broadway to City College Station.

After nearly 30 years of operation the **MTS** TROLLEY system is undergoing a massive overhaul.

New low-floor trolleys, trackage and station platforms are all part of the project to update the system, focusing on the ORANGE and BLUE LINES. Construction will begin this fall and be complete by 2015.

The project will improve station amenities, raise station platforms, replace old rail and overhead wire and improve switching , signaling and crossovers.

As part of this project, **MTS** has purchased 57 ultra-short, low floor light rail vehicles *(WT 9/09)* from Siemens Transportation Systems. The cars will be manufactured in Sacramento and the first is expected in late 2011.



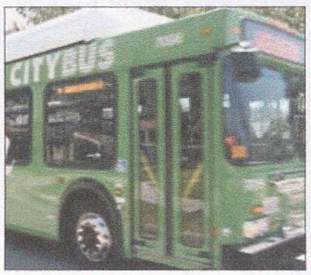
The new low-floor LRVs will be 81 feet in length, nine feet shorter than the 11 S-70 vehicles (3001-3011) in service on the GREEN LINE. Their shorter length will allow the cars to be used on C Street in Downtown San Diego without blocking intersections.

This will allow the GREEN LINE to come downtown, beginning/ending at 12th and Imperial Transit Center.

The vehicles are scheduled to be on the GREEN LINE in January 2012, the ORANGE LINE in July 2012 and the BLUE LINE in 2013. This schedule is related to the construction projects on the lines.

CULVER CITY BUS (CCB)

CULVER CITY: Due to low ridership levels on **CCB** Line 7-CULVER BLVD. and the planned **MTA** discontinuation of Line 220-ROBERTSON BLVD., **CCB** is proposing a reduction in service on Line 7.



*(Ed. Note—**CCB** assumed the Culver City to Marina Del Rey segment of the Culver City-LAX portion of the previous **MTA** Line 220 in 2008 to preserve service in the corridor related to increasing costs and dwindling ridership. With limited transit dollars available, a policy decision has to be made—how much can be invested in some corridors—how does the transit system best serve its ridership base?).*

Weekday service is proposed to operate hourly between 600AM-900AM and 200PM-600PM and Saturday hours would be discontinued starting January 3rd.

Public meetings have been scheduled for October 20th to receive comments.

SAN FRANCISCO AIRPORT FREE SHUTTLE (SFO FS)

*SAN FRANCISCO: (Ed. Note—in July 2009 the SFO FS was inaugurated following **BART's** increasing the San Francisco Airport (SFO) surcharge from $1.50 to $4.00 related to the impact the cost had on lower wage airport employees. SFO and **BART** officials have been working to develop alternate plans since that time).*

An agreement between SFO and **BART** was recently announced whereby SFO employees will only pay a surcharge of $1.50 (rather than $4.00) while all other **BART** passengers will continue to pay the higher fee.

BART says it will lose nearly $400,000 in fare revenue annually, but will break even financially because of other arrangements worked out with SFO.

SFO agreed to cease funding the **SFO FS** *(WT 7/09)* that has been carrying about 700 passengers each day. **SFO SHUTTLE** operated the bus route.

SFO will allow **BART** to sell $227,000 worth of advertising space at the **BART** SFO Airport Station, **BART** will install an information booth at the International Terminal and SFO will install eight electronic signs around the airport that will include **BART** real-time train information.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** recently cobbled together a $15 million funding package that relied heavily on one-time fixes to restore 61 percent of the service reductions of last May *(WT 9/10).*

Now, driven by the joint promise of Mayor Gavin Newsom and Board of Supervisors President David Chiu that the remaining service will be restored, **MUNI** faces an even bigger challenge. The big obstacle is not enough money. The program will require about $30 million and the agency has $14 million lined up. **MUNI's** revenue for the coming year may not meet expectations.

A working group of representatives from the mayor's office, Board of Supervisors, the MUNICIPAL TRANSPORTATION AGENCY and controller's office met to craft a full restoration plan by December 1st.

MUNI has enacted so called efficiencies including reduced use of overtime, cracking down on sick-time abuse and no longer paying Operators to perform full-time union work.



The working group is also looking at other ways **MUNI** could boost service without more money. If the average system speed of 8 MPH could be increased to 9 MPH, that would be worth about $75 million. The quicker that buses can complete their trips, the more trips that can be made without added resources.

Other ideas under consideration—managing curbside parking, restricting private cars in certain areas, decreasing the number of bus stops, giving transit priority at signals and creating more transit-only lanes.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: At its September 22nd meeting, the **ACT** Board voted reluctantly but unanimously to reduce the weekend bus service and four of six "All Nighter" (Owl) lines beginning this coming December.

While there are no weekday changes except for "All Nighters", 39 of 56 weekend routes will be dropped. A decision was postponed on the recommendation to

merge **ACT** operated paratransit service with that of three private providers.

The agency is facing an $18.9 million deficit and is embroiled in a testy labor dispute with Amalgamated Transit Union Local 192, representing 1750 operators and mechanics, as ATU will not agree to money-saving work rule and cost changes the district wants.

This will be the third bus service reduction program this year and will mean a loss of 19 percent of bus service within the year.

(Ed. Note—October 1, 2010 was the district's 50th anniversary and Interim General Manager Mary King said, "The district's 50th anniversary this October will be no celebration. Given our current circumstances, we have to take painful measures to make sure we are still around for the next 50 years".

In a memo to the board, King warned of possible further cuts including reduction of weekday frequencies on less traveled lines, elimination of Transbay and supplemental school service and fare increases.

Weekend lines to be retained include 1, 1R, 18, 20, 22, 26, 40, 45, 51A, 51B, 57, 60, 72, 72M, 73, 76, 88, 97, 99, 210 and 217.

The lines to be dropped include 7, 11, 12, 14, 21, 25, 31, 32, 49, 52, 54, 62, 65, 67, 68, 70, 71, 74, 85, 86, 89, 93, 95, 98, 242, 251, 275, 332, 345, 350, 376, 386, F, NL and O.

Discontinued All Nighters include 802, 805, 840 and 851 with 800 and 801 continuing to operate.

The planned October 31st service reduction, a 7.2 percent reduction in service impacting 70 lines will be made as planned *(WT 9/10)*.

Many service spans will be reduced while service in West Oakland/Emeryville, San Leandro, Bay Farm Island and Lakeshore Avenue/Grand Avenue in Oakland will be reconfigured.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Next month the Commission is expected to vote on Resolution TL-19099 which would authorize the Executive Director to permanently revoke the operating authority of, and refuse to issue new authority to, a charter-party carrier that has committed any of six violations as described in the Public Utilities Code.

These include — 1) operates a bus without having been issued a permit or certificate from the Commission; 2) operates a bus with a permit that has been suspended by the Commission pursuant to Section 5378.5; 3) commits three or more liability insurance violations within a two-year period for which it has been cited; 4) operates a bus with a permit that has been suspended by the Commission during a period that the charter party carrier's liability insurance lapsed for which it has been cited; 5) knowingly employs a bus driver who does not have a current and valid driver's license of the proper class, a passenger vehicle endorsement, or the required certificate to drive a bus, and 6) has one or more buses improperly registered with the Department of Motor Vehicles.

In addition, the Commission shall not issue a new permit or certificate to a carrier if any of the officials of the new firm were officials of a previous firm whose permit or certificate was permanently revoked.

ELK GROVE TRANSIT (e-trans)

ELK GROVE: A bus shortage forced **e trans** to cancel some service the week of October 10-16, upsetting riders who had little advance notice. The city did post a apology on its website, however.

A combination of maintenance related issues caused the inability to field a full bus fleet. The city rented nine 15-pssenger vans to use on lightly patronized lines as it contacted other transit agencies for assistance. On October 16th the **SACRAMENTO REGIONAL TRANSIT DISTRICT** notified the city that they had ten buses that they would provide, without charge. The loan should last about eight months. The agencies are discussing an agreement covering maintenance and the technical reporting issues.

The buses are **RT** 2302, 2303, 2305, 2307, 2308, 2337, 2340, 2342, 2350 and 2362, CNG powered Orion VIIs.

E trans recently retired 21 buses (ex **SCAT** FIxibles) as their fuel tanks had reached the end of their useful lives. Replacement buses included eight new C40LF buses, an option on a recent **UNITRANS** order, plus ten Bluebirds, also from **UNITRANS.**

THOUSAND OAKS TRANSIT (TOT)

THOUSAND OAKS: **TOT** continues to operate a four route city system serving Thousand Oaks using a fleet of 35-foot CNG powered Orion VIIs plus a Dial-A-Ride system available to city residents age 62 and up with a valid DAR card.

TOT has already started advertising their annual extra

holiday bus service. This year the system will operate on Saturday and Sunday from 900AM to 600PM beginning November 21st through January 3rd. *(Ed. Note—**TOT** and **DOWNEY LINK** have operated on the holiday weekends for several years, but this is believed the first time that advance publicity has been used).*

In cooperation with the Camarillo Health Care District, **TOT** began to offer (September 7, 2010) the Kaiser Hospital Woodland Hills Shuttle that provides two round trips on Tuesday and Thursday from the Thousand Oaks Transportation Center.

TOT DAR cutaways depart TOTC at 900AM and 1130PM and return from Kaiser at 1230PM and 330PM.

The one-way fare is $21 ($14 for ADA card holders).

EZ RIDER (EZR)

MIDLAND/ODESSA, TX: The **EZ RIDER** system has reduced the length of its operating days to offset the loss of about $100,000 in state funding.

The former Weekday operating span of 615AM to 715PM was reduced to 615AM-615PM while the span on Saturday of 615AM to 615PM was reduced to 815AM to 415PM.There has been no Sunday service.

The reduced hours are expected to last for at least this fiscal year as the **EZR** Board will be working to obtain additional funding to allow a reinstatement of service.

YUMA COUNTY AREA TRANSIT (YCAT)

YUMA, AZ: FIRST TRANSIT began operating the seven route **YCAT** system on September 1st with a staff of 41 employees and a fleet of 30 fixed route buses and paratransit vans.

The Welton, Somerton and San Luis City Councils have all approved measures *(Ed. Note—the Yuma Council will vote soon)* petitioning the Yuma County Board of Supervisors to create an intergovernmental public transportation authority (IPTA) to assume administration of **YCAT** until a Regional Transportation Authority is formed.

VALLEY METRO/ CITY OF PHOENIX TRANSIT SYSTEM (VM/COPTS)

PHOENIX, AZ: The Regional Public Transportation Authority, one of the components of **VM,** has issued an RFP for contract operation of fixed route bus service in northwest and southwest areas of Phoenix including El Mirage, Glendale, Goodyear, Phoenix, Sun City, Sun City West, Surprise, Wittman, Wickenburg and Maricopa County.

The services to be provided include weekday Express Routes 562, 571, 573 and 575 to and from Downtown Phoenix and Rural Route 660 operating between Wickenburg and the Arrowhead Towne Center at 83rd Avenue & Bell in Glendale. The 660 was recently rerouted and no longer serves the Bell Recreation Center on 99th Avenue.

VEOLIA TRANSPORTATION operates the 33 **COPTS** bus routes with a staff represented by three different unions—bus operators by Amalgamated Transit Union, mechanics by the Operating Engineers and service workers by Teamsters. *(Ed. Note—this is about half the **VM/COPTS** network. M.V. TRANSPORTATON and FIRST TRANSIT each also operate a number of routes , but are not affected by the current talks).*

All three contracts have expired and negotiations have been ongoing with ATU and now the Teamsters since *VEOLIA* rescinded the lockout letter previously issued to the Teamsters.

While bus service continues, the City remains prepared for the possibility that service may be interrupted. They have published a series of service alternatives should there be issues.

Should there be a strike, *VEOLIA* is obligated to provide 60 percent of current service, based on Sunday schedules and fewer trips although there could be a gap of time without service.

The Phoenix Public Transit Department, another **VM** component, has been holding pubic meetings to receive testimony on plans to reduce or eliminate Express Routes 570, 581, 582, 590 and the GRAND AVENUE LIMITED in January 2011.

The RAPID I-17 service is proposed for extension to the Happy Valley Park and Ride.

FOOTHILL TRANSIT - ECOLINER UPDATE

POMONA, CA: The Ecoliner began revenue service, carrying its first paying customer on September 8, 2010. The Ecoliner runs 'shadow service' on Line 291 and will charge at the Pomona operating division until the charging station at the Pomona Transit Center is complete later this fall.



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Los Angeles, California

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
3000-3019	New Flyer	D40LF	WU018382-401	1998	Cancelled ATC/ Nevada order
3100-3144	NABI	31LFW.02	9A140203-247	2009/10	
3145-3149	NABI	31LFW.02	9A140252-256	2009/10	
4200-4205	NABI	42BRT	8A140001-006	2008	
4500-4550	Neoplan	AN440A	SL013069, 097-146	1995	
4551-4600	Neoplan	AN440A	SL013173-222	1995	
4601-4695	Neoplan	AN440A	SL013233-327	1995	
4696	Neoplan	AN440A	TL013183	1996	
4697-4718	Neoplan	AN440A	VL013014-035	1996	
4719-4746	Neoplan	AN440A	VL013036-063	1997	
4747-4793	Neoplan	AN440A	VL013146-192	1997	
5000	New Flyer	C40	WU019297	1998	
5001-5012	New Flyer	C40	XU020050-059, 101-102	1999	
5013-5163	New Flyer	C40	XU020060-100, 103-211	1999	
5164-5210	New Flyer	C40	XU020213-259	1999	
5211-5222	New Flyer	C40	YU020260-271	2000	
5300	New Flyer	C40LF	XU020635	1999	
5301-5414	New Flyer	C40LF	YU021710-823	2000	
5415-5522	New Flyer	C40LF	1U022260-367	2001	
6301	Neoplan	AN440A	VL013198	1997	
6302-6550	Neoplan	AN440A	VL013266-514	1997	
6551-6600	Neoplan	AN440A	WL013071-120	1998	
6700-6799	Neoplan	AN440A	XL013258-357	1999	
7000-7001	NABI	040.08	XA140439, YA140115	1999/2000	
7002-7214	NABI	040.08	Y1140116-328	2000	
7300-7514	NABI	040.08	1A140018-232	2001	
7525-7599	NABI	040.08	5A140063-135	2005	
7600-7617	NABI	040.08	1A140554, 528-544	2001	
7618-7949	NABI	040.08	1A140555-886	2001	
7980-7999	NABI	40C.02	2A140145-164	2002	Compo Buses
8000-8001	NABI	45C.03	3A140718-719	2003	Compo Buses
8002-8029	NABI	45C.03	4A140001-028	2004	Compo Buses
8030-8099	NABI	45C.03	4A140296-365	2004	Compo Buses
8100-8128	NABI	45CLFW.05	8A140399-427	2008	Compo Buses
8129-8237	NABI	45CLFW.05	-	2008	Compo Buses
8238	NABI	45CLFW.05.01	8A140712	11/09	Compo Buses
8239-8243	NABI	45CLFW.05.01	-	2009	Compo Buses
8244-8262	NABI	45CLFW.05.01	8A140724-742	12/09-1/10	Compo Buses
8263-8359	NABI	45CLFW.05.01	-	2009	Compo Buses
8360-8400	NABI	45CLFW.05.01	-	2009	Compo Buses
8401-8405	NABI	45CLFW.05.01	-	2010	Compo Buses
9200	NABI	60B.01	4A140295	08/04	
9201-9399	NABI	60B.01	5A140139-337	2005	
9400-9429	NABI	60BRT.01	6A140094-123	2006	
9430-9494	NABI	60BRT.01	6A140247-311	2006	
9495	NABI	65BRT.01	7A140057	05/07	
9500-9506	NABI	60BRT.01	7A140143-144,48-49,47,45-46	2007	
9507-9594	NABI	60BRT.01	7A140150-237	2007	
9950-9969	Thomas	TL960	11101891-910 (mixed)	2000	
9970-9975	Bluebird	CSRE3904	2F202401-406 (mixed)	2001	
9976-9977	Gillig	S50T4096	R1085387, K1083074	1989	Ex Foothill F1005, F703
9978-9979	Gillig	40102TB6V92	R1085296, 320	1994	Ex Denver RTD 8235, 8103
11001-11067	Orion	06.501	Y6600429, 495-560	2000	
12556-12570	ElDor Natl	E-Z Rider II	3C084085-099	2003	

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Vancouver Tours & Transit (BC)	934	Van Hool	C2045/82046842	00/08	
Meridian Transp Resources (WA)	81130	Van Hool	TD925/92042371	00/09	
-USED-					
Wheatland Express, Inc (WA)	Unknown	MCI	102EL3/YP061044	00/99	1
	Unknown	MCI	102EL3/YP061258	00/00	1
	Unknown	MCI	J4500/5W062860	10/04	2
	Unknown	MCI	J4500/5W062926	00/04	3
-DISPOSITIONS-					
SamTrans	915, 923	Gillig	40102TB6V92T/P1084765, 773	00/93	4
	934-936, 939	Gillig	40102TB6V92T/P1084784-786, 789	00/93	4
	942-943, 948	Gillig	40102TB6V92T/P1084792-793, 798	00/93	4
	950-952, 955	Gillig	40102TB6V92T/P1084800-802, 805	00/93	4
	958-967, 969	Gillig	40102TB6V92T/P1084894-903, 908	00/93	4
AC Transit	151-153, 155	Flxible	40102-6C/ND103876-879, 881	12/92	5
	1907-1915	New Flyer	D60/TU016729-737	08/96	5
	1917-1920	New Flyer	D60/TU016739-742	08/96	5
	1924, 1926, 1927	New Flyer	D60/TU016746, 748, 749	08/96	5
	2702-2705	Gillig	30102TB6V92TAC/M1083823-826	00/90	5
	2707-2708	Gillig	30102TB6V92TAC/M1083828-829	00/90	5
	2712-2718, 2721	Gillig	30102TB6V92TAC/M1083833-839, 842	00/90	5
	2723-2726	Gillig	30102TB6V92TAC/M1083844-847	00/90	5
	2729-2730, 2732	Gillig	30102TB6V92TAC/M1083850-851, 853	00/90	5
	2734-2737, 2743	Gillig	30102TB6V92TAC/M1083855-858, 864	00/90	5
	2745-2746	Gillig	30102TB6V92TAC/M1083866-867	00/90	5
	2748-2749	Gillig	30102TB6V92TAC/M1083869-870	00/90	5
	2754-2755	Gillig	30102TB6V92TAC/M1083875-876	00/90	5
	2757, 2761	Gillig	30102TB6V92TAC/M1083878, 882	00/90	5
	2826, 2828	Gillig	40102TB6V92TA/P1084675, 677	00/93	5
	2943	NABI	416.09/VA140043	01/97	5
	3002, 3010, 3030	NABI	416.09/WA140002, 010, 030	03/98	5
	3033, 3034, 3038	NABI	416.09/WA140033, 034, 038	03/98	5
	3061, 3063	NABI	416.09/WA140061, 063	04/98	5

NOTES:

1. Ex Unknown.
2. Ex Cline Tours, Inc (MS).
3. Ex Ryans Express Transportation Services (NV) 5633.
3. Sold at Bar None Auctions (Sacramento) in August 2010.
4. Authorized for sale by AC Board in September 2010.

We are seeking roster information on ANTELOPE VALLEY, COMMERCE, CULVER CITY, GARDENA and SANTA CLARITA for future "Roster Of The Month" features. Please send whatever information you may have to the Editor. Thanks in advance.

OCTOBER PHOTOS

LEFT: *AC Transit 2705 working Route 214 on August 1, 2006.* ***RIGHT:*** *Dumbarton Express 155 on August 9, 2006. Both photos by Michael Strauch.*



