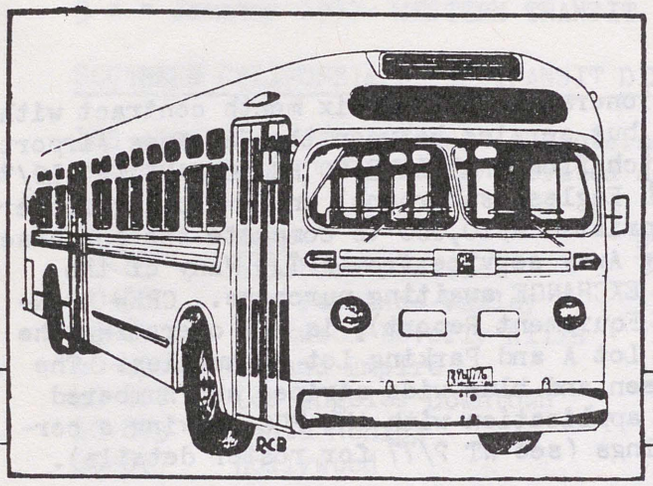


Western Transit

Monthly Publication of The Western Transit Society

Vol. 15 No. 1 January 1977

OMNITRANS (OT)

SAN BERNARDINO: By voting to discontinue subsidy contributions The San Bernardino County Board of Supervisors and the City of Victorville agreed to the abandonment of the VICTOR VALLEY TRANSIT SERVICE AUTHORITY on December 31, 1976. At the same time the board and the city will explore alternative methods of meeting the area's most critical transit needs such as transporting senior citizens to medical facilities. The cost per passenger in VVTSA amounted to $3.29 as compared to 78 cents in the San Bernardino Valley. VVTSA began operations on January 20, 1975 over five lines using four Mercedes Benz O309D buses, which buses will be transferred to the San Bernardino Valley. Communities served included Victorville, Adelanto, Apple Valley, Hesperia Lucerne Valley and George Air Force Base.

COUNTY OF LOS ANGELES

LOS ANGELES: The County of Los Angeles has funded the local Antelope Valley transit service through July 1977 at a cost of $70,000. The three lines (1-LANCASTER-QUARTZ HILL, 2-PALMDALE-LANCASTER, 3-PALMDALE-LITTLEROCK-PEARBLOSSOM) operate Tuesday and Thursday with a line on Wednesday to hospitals and social services in the Los Angeles area on a reserved seat basis. The county has now funded new bus service in the Santa Clarita Valley which began December 13th. Line 1 is VALENCIA-NEWHALL-FRIENDLY VALLEY and 2 is VAL VERDE-VALENCIA-NEWHALL-SAN FERNANDO VALLEY which comes in as far south as Roscoe and Sepulveda. ANTELOPE VALLEY BUS, INC. is the operator of both services and purchased three SDH 4502s from TOWN TOUR FUN BUS (See Equipment Report). The fare is 35 cents with a ten cent transfer charge to RTD, students 25 cents, senior citizens 10 cents and the blind ride free. Buses run Monday and Friday with a trip to Los Angeles area hospitals on Wednesday, this trip being an extension of the one from Lancaster with stops in Friendly Valley and Newhall. Present funding will provide the service to June 30 with state funding sought for additional operation.

AIRPORT SERVICE, INC./ORANGE COAST SIGHTSEEING COMPANY (ASI/OCSC)

ANAHEIM: ASI/OCSC operators and ticket agents, represented by Teamsters Union Local 235, returned to work on December 8th following approval of a contract which will boost the top pay for operators by $1.15 an hour over three years from the current $5.18 to $6.33. Ticket agents are to receive $1 over 3 years ($4.53 to $5.53). ASI/OCSC officials indicated they will soon apply to the Public Utilities Commission for a significant rate increase in its airport and sightseeing fares to cover the cost of the settlement. ASI has also filed an application with the PUC for a certificate to operate between Los Angeles International Airport, downtown Los Angeles and other points in the Los Angeles area. The present certificate allows operations to/from Pasadena/Monrovia, Long Beach and many points in Orange County as far south as Mission Viejo. Hearings on this application are scheduled for January at which time a similar application on behalf of the GRAY LINE TOURS COMPANY will also be heard.

BUS OPERATIONS AT LOS ANGELES INTERNATIONAL AIRPORT

LOS ANGELES: The Los Angeles Board of Airport Commissioners approved a six month contract with ASSOCIATED CHARTER BUS COMPANY to operate the Fly Away bus service between the Van Nuys Airport Bus Terminal (Saticoy and Woodley) and LAX and the switch from GRAY LINE TOURS COMPANY (WT 12/76) to ACBC occurred December 23rd with ACBC using model 04 Eagles (suburbans) and employing former AIRPORTRANSIT operators. The commissioners also appropriated $510,000 to complete the purchase of the six Neoplan buses which had been used in the Fly Away service from APT. Many of the former APT buses are now at AMERICAN INTERNATIONAL BUS EXCHANGE awaiting purchase. CREW TRANSIT, INC., using a number of former APT Minibuses (See Equipment Report), is now operating the VSP parking lot shuttle service along with the Parking Lot A and Parking Lot C shuttles. The buses are being repainted in a scheme of white with green and blue wide stripes and numbered LA 1, LA 2, etc. GRAY LINE TOURS COMPANY has filed an application with the PUC seeking a certificate to operate over the former AIRPORTRANSIT routings (see WT 2/77 for roster details).

TRANSIT IN RIVERSIDE COUNTY

The City of Palm Springs took over operation of the "Sunliner" bus system on an emergency basis December 1st after the former operator, AIRPORTRANSIT, ceased operating because of insurance problems (WT 12/76). The 14 employees of APT were made temporary city employees and bus service was not interrupted. Last summer APT asked the city to be relieved of its contract which expired next June but the city was unable to find a replacement firm.

The Coachella Valley Association of Governments has approved a proposal to create a special transit district to operate the new bus system for the Valley due to start in July this year. The group approved a joint powers agreement to create the proposed "Sunline" authority which has been sent to the cities of Palm Springs, Palm Desert, Indio, Coachella and Desert Hot Springs plus Riverside County for ratification. The CVAG Executive Committee will sit as the Sunline Board of Directors. A general manager will be hired and a $827,840 federal grant to operate the system has already been approved. Under the agreement cities which do not wish to participate in the program, in this case Rancho Mirage, may still retain a non voting membership and cities which are not CVAG members, in this case Indian Wells, may also participate. Under the agreement each of the five cities involved will be provided bus service within the city which would link up with a "backbone route" running along major highways from Desert Hot Springs to Mecca.

January 28th is the date for a public hearing on RIVERSIDE TRANSIT AGENCY's application for a capital grant to cover the cost of purchase of ten 53 passenger buses, two 15 20 passenger buses, fourteen van type vehicles, both registering and non registering fare boxes, two way radios and radio base station, bus stop signs and bus shelters, a supervisors automobile, a service vehicle and construction of a transfer terminal facility. The Rubidoux Community Services District which has been operating the Rubidoux Dial-A-Ride using a leased OMNITRANS Mercedes Benz has stated they need a 50 per cent increase in their $800 monthly charge or they will discontinue operations. RTA, which oversees the bus service, has indicated their dissatisfaction with RCSD operations and is considering an overhaul of the service in which they would supply the bus and hire a private company to operate the bus although the changeover, if it did occur could not take place until at least March.

FEDERAL TRANSPORTATION COMPANY, INC. (FTC)

FAIRFIELD: FTC has applied for a PSC to operate between Travis Air Force Base, Fairfield and the Oakland Army Terminal serving no intermediate points. Two round trips would be operated five days per week using one twelve passenger van. Presently Federal is a contractor performing transportation of motor vehicles, in driveaway services, between Travis Air Force Base and points of embarkation.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD Los Angeles International Airport operations initially consisted of seven routings, all being operated as branches of Line 40-SPECIAL EVENT SERVICE:

Line #	Name	Div.	Bus Runs	Service Frequency
40-85	Wilshire District	11	1-2	2 hourly
40-88	San Fernando Valley	11	31	2 trips (AM only)
40-89	Westwood-Beverly Hills	11	21-22	2 hourly
40-496	Inland Empire	11	41	2 trips
40-607	Los Angeles Downtown	12	51-55	30 minutely
40-873	Santa Monica	11	31	2 hourly
40-877	Hollywood	11	11-17	Hourly

40-85 was routed from LAX via Sepulveda, La Tijera, La Cienega, Venice, Santa Monica Fwy, Crenshaw, Wilshire, Berendo, 7th, Catalina, Wilshire, Kingsley, 6th, Commonwealth, Wilshire, Vermont, Santa Monica Fwy, Venice, La Cienega, La Tijera, Sepulveda, 96th and Sky Way into LAX. 40-88 routing was Century, San Diego Fwy, Sepulveda, Ventura to Valley Hilton continuing via Ventura, Hayvenhurst, Ventura Fwy, San Diego Fwy and Century. 40-89 routing was Century, SD Fwy, Wilshire, El Camino, Charleville, Beverly, Whitworth, Elm, Pico, Beverly, Olympic, Century Park East, Constellation, Ave of the Stars, Pico, Sepulveda, National, San Diego Fwy and Century. 40-873 traveled Sepulveda, Lincoln, Pico, Ocean to Arizona. 40-877 was routed via Sepulveda, La Tijera, Slauson, La Brea, Hollywood, Sycamore, Franklin, Highland (trips via Greyhound travel Sunset to Vine to Santa Monica), Santa Monica, La Brea, Slauson, La Tijera, Sepulveda, 96th and Sky Way to LAX. Trips to Sheraton Universal via regular route to Holiday Inn, then via Highland, Odin, Hollywood Fwy and Lankershim to hotel. On December 22 reroutings into six lines, renumberings and rescheduling occurred to provide 200 trips daily to/from LAX marketed as "The RTD Airport Express". The Los Angeles line (776) was rerouted to include the Mayflower and Bonaventure Hotels and now has a 20 minute headway 1PM-10PM, other hours remaining half hourly. The Hollywood and Wilshire lines (777) were combined into a one way loop serving (in order) LAX, Hollywood Roosevelt, Holiday Inn, Greyhound Station, Chancellor Hotel, Ambassador Hotel, Wilshire Hyatt, Sheraton West, LAX, buses running hourly 6A-midnight. The San Fernando Valley line (780), which had been reduced to Encino only was turned into a one way loop picking up Sportsmans Lodge and Sheraton Universal, formerly part of the Hollywood line. Buses run every two hours 530A-1130P. A morning round trip was added to the Inland Empire (782) line. The Westwood-Beverly Hills line (779) continued on its former routing, but now with hourly service while Santa Monica, on its old route, was increased to 7 trips. Buses were reassigned between divisions to provide 3000s and 5600s on these lines. January 2 saw more changes - Line 776 was assigned to Division 11, Line 777 was changed to serve Hollywood and the Wilshire District service was spun off as Line 778 operating from Division 5 with 5600s. Line 777 was also transferred. The Santa Monica service was numbered Line 781.

Line 716-CANOGA PARK-LOS ANGELES PARK/RIDE was changed on January 3 with that portion of the line between Roscoe & Fallbrook and Canoga Park Drive In discontinued. The line now begins at the Drive In via Strathern, Canoga, Saticoy, Tppanga Canyon (stopping at Topanga Plaza), Ventura Fwy, Hollywood Fwt, Temple and Hill to Washington. On the same day westbound trips on 81-VENTURA BLVD-HOLLYWOOD-BURBANK AIRPORT were rerouted from Ventura and Fallbrook westward via Ventura, Leonora and Valley Circle to Ave. San Luis.

On January 2nd Line 205-WESTWOOD VILLAGE MINI-BUS LOOP began Sunday operations (every 8 minutes from 230P until 1030P). Friday and Saturday service remained the same.

Black window buses include 2145, 2146, 2229, 2240, 2264, 2302, 2309, 2319, 2324, 2338, 2383, 6500, 6583, 6584, 6587 and 6591.

INTRA CITY MUNICIPAL BUS SYSTEMS XVIII

The City of Manhattan Beach is now operating a Dial A Ride system weekdays only 9AM to noon and 1PM to 5PM. Fare is 25 cents and reservations may be made 24 hours in advance and as short as one hour. Transfers to/from RTD are also available. The service is designed for the elderly and handicapped, although if an escort is necessary they may ride by paying a separate fare. Passengers may be assisted aboard, but not lifted and wheelchair passengers must be ambulatory at time of entry. The bus will not enter private property and will stop at any corner or RTD stop. The program is on a 90 day trial and will be evaluated this month.

The Norwalk City Council has approved the doubling of the NORWALK TRANSIT SYSTEM from 10¢ to 20¢ on February 1 because of increases in fuel costs, tires, material and labor. Children and seniors (54% of total ridership) will continue to pay a dime. The city has applied for $276,000 in operating assistance for the period July 1976 to June 1977.

In Los Angeles the Pacoima Dial-A-Ride service has been interrupted because of a strike against VALLEY CHECKER CAB, parent of PARA TRANSIT LIMITED. VCC handled the ordering and dispatching of the vehicles and the Los Angeles City Demonstration Agency hopes to reactivate DAR soon. The Northeast Area Dial Your Ride is being expanded to add North Atwater, Highland Park and Glassell Park to its service area. 2 new vans including 1 equipped with an electric wheel chair lift, are being added to the fleet.

An application for a public transportation demonstration project on Laurel Canyon Blvd between Sunset and Ventura is in the works to test the use of a multi-use-para-transit system through a mountainous residential area. 4 vehicles are proposed to provide line service along Laurel Canyon in commute hours and during off peak hours two of them would service the area in a demand response operation.

In other areas of the city (North Hollywood, Sunland/Tujunga, Adams/Exposition) Senior Ride buses travel fixed routes picking up passengers at certain corners on a regular basis. Van Nuys and Northridge/Sepulveda both operate Senior Ride services on a door to door basis. three and two days a week, respectively, but calls must be made 24 hours in advance. The most cost effective system was the now defunct Senior Ride operation for Echo Park/Silver Lake area which had been run by YELLOW CAB using two Checker taxis painted green and white lettered "Senior Ride". SR funds run out this month and the city is now engaged in attempting to secure more money.

For Christmas two commercial establishments encouraged shoppers to use buses instead of their autos. Bullocks/Downtown (7th & Hill) gave away two RTD tickets, each worth 25 cents, with a minimum $6 purchase which could be used for a round trip on mini-bus lines 200 and 202 or as partial payment of the basic 35 cent fare. In Sherman Oaks a courtesy mini-bus service for shoppers to Fashion Square ran November 26-December 31. The 20 passenger buses traveled along Woodman from Ventura to Magnolia, west to Hazeltime, south to Ventura and back east to Woodman.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: The City Council has taken a series of steps designed to promote outside funding for the bus system. The InterAgency transfer between CCMBL, RTD and SMMBL was reinstated, Line 5-BRADDOCK DIRVE was extended from Rodeo and La Cienega through the Blair Hills area via La Cienega, Wrightcrest, Lenawee, Bowcroft, Holdredge, Jefferson and Higuera and regular westbound route. Reinstatement of the transfer program will entitle CCMBL to a $44,000 county subsidy, state funds of up to $500,000 and possible federal funds.

MARCH AND APRIL WTS MEETINGS TO BE HELD AT PASADENA CHAMBER OF COMMERCE OFFICES; 181 SOUTH LOS ROBLES IN PASADENA AT 700 PM AS USUAL -- MARCH 13th, APRIL 10th

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: New schedules issued for Belmont (Oct 18), Burlingame (Sep 15) and Foster City (Sep 27) local services contain no basic service changes, but introduced the new SAMTRANS system line numbers and designations. Ex Belmont (BUS) 1-CENTRAL-EAST EL CAMINO-HILLSDALE is now 40E-EAST EL CAMINO, 2-WEST BELMONT-MAPINE WORLD is now 45B-BELMONT HEIGHTS, 3-NOTRE DAME-CHULA VISTA is 45C-CHULA VISTA, 4-CIPPIANI-HILLSDALE is now 40G-CIPRIANI and 5-REDWOOD SHORES-CSM is now 40R-RALSTON AVE. Ex Burlingame (BT) Lines b, c and D are now 34B-BAYSHORE, 34C-EL CAMINO and 34D-SKYLINE and ex Foster City (FCT) A, B and C are 44A-PORT ROYAL, 44B-SHELL and 44C-CRANE while the evening only combination of A and B is now designated 44E-EVENING SHUTTLE. Changeover of headsigns has been slow and new SAMTRANS window cards show destinations without line numbers) so that, in practice, the new system has yet to begin. New SAMTRANS schedules have yet to be issued for the Brisbane, South San Francisco, San Mateo or San Carlos divisions, but line numbers and designations have been preassigned as follows: Ex Brisbale (BT) 1-BART EXPRESS, 2-S.F.-BRISBANE-SOUTH S.F. and 3-TANFORAN are now 20G-GUADALUPE CANYON PKWY, 20B-BAYSHORE HIGHWAY and 20C-BRISBANE-TANFORAN: ex South San Francisco (SSFT) 1-BART EXPRESS is now 3F-SOUTH SAN FRANCISCO EXPRESS, 2-WINSTON-WESTBOROUGH is divided into 24A-WINSTON and 24D-WESTBOROUGH and 3a/3b-BRENTWOOD-DOWNTOWN-TANFORAN is divided into 24B-BRENTWOOD, 24C-CIVIC CENTER and 24E-EL CAMINO REAL. Ex San Mateo (SMT) A-ALAMEDA-HILLSDALE is now 43A-ALAMEDA-CHOPE HOSPITAL, B-BURLINGAME-HILLSDALE is 40B-EL CAMINO-HILLSDALE, C-BURLINGAME-CSM is 40C-EL CAMINO-CSM, G-NO. CENTRAL-GRANT-HILLSDALE is 43G-GRANT, H-HALF MOON BAY-CSM is 90H-CROSS COUNTY EXPRESS, N-NORFOLK-HILLSDALE-CSM is now 43N-NORFOLK, R-HUMBOLDT-SM PARK is 43R-HUMBOLDT and V-HILLSDALE-SAN MATEO VILLAGE is 43V-SAN MATEO VILLAGE. Ex San Carlos (SCMT) Brittan Hieghts, Carlmont and Sequoia lines are now 46B, 46C and 46S, respectively. In other news county wide handicapped service will not be integrated with regular lines, but will be operated on a demand responsive basis by a private subcontractor. Prospective bidders have been given the option of providing their own vehicles or incorporating use of SAMTRANS eight wheelchair ramp Minibuses #250-257, former PACIFICA MUNICIPAL TRANSIT 1-8, in their bid proposal. At the end of November SAMTRANS ridership reached 2,245,875 for the first 5 months of the fiscal year. The Metropolitan Transportation Commission has adopted alternative B of the Peninsula Transit Alternatives Project calling for an integrated bus/rail network along the West Bay corridor. This plan had previously been endorsed by SAMTRANS. The fleet continues to expand with used GMC "New Look" buses, principally from Atlanta (MARTA) including TDH 4518s and TDH 5303s as the system gets ready to take over operations of NORTHGATE TRANSIT COMPANY, INC.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Funded 80 per cent by the federal government ACT will continue to refurbish older buses in good mechanical condition to improve the safety, comfort and appearance of the buses and extend their useful life by at least 5 years. Refurbishing will include installation of new interior ceiling panels, new floor covering, step tread and entrance plates, reupholstering of seats, installation of outside curb lights, back up lights and back up horn and complete interior and exterior painting. Buses to be reworked include 400-449, TDH 4516s built in 1961 and six from the 720-749 series TDH 4517s purchased in September 1962. AC has already refurbished 61 buses in a similar manner (100-156 series SDH 4501s and 175-179 SDM 4501s). Advance design 35 foot buses will not be produced until at least one year following manufacture of 40 foot coaches according to manufacturers' predicitions which production is now being held up in a series of legal procedures involving the federal government and the manufacturers. Selected owl trips on Lines 42-OAKLAND-ALAMEDA and 51/58-BERKELEY-ALAMEDA were dropped on December 5th as were early morning Saturday trips on Line 54-35TH-38TH AVENUES and Sunday night trips on the combination 54/79-35TH AVE/HIGH STREET.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: Faced with a requirement to finance more of its operating expenses from the fare box, SCAT is talking in terms of a ten cent hike (25 to 35) in its basic fare with students and senior citizens continuing to pay ten cents. SCAT ridership has increased 20 per cent in the past yearm but operating costs have increased at a greater rate. At the same time state regulations stipulate that 25 per cent of the operating costs must come from fare revenues after five years of operation and SCAT is now entering the fifth year. One plan of action to avoid the 25 per cent rule would be to reorganize as a transit district and expand its boundaries to include Simi Valley and Thousand Oaks which would set the clock ahead another five years. SCAT is presently taking delivery of eight new 42 passenger air conditioned AM General buses numbered 4505-4512 which will replace some buses of the existing fleet. SCAT directors are reviewing a series of alternatives aimed at cutting costs and increasing efficiency through reconstruction of a number of bus lines.

SANTA CRUZ TRANSIT COMPANY (SCTC)

SANTA CRUZ: Ora B. Smith and Chester P. Smith dba SANTA CRUZ TRANSIT COMPANY has been authorized to abandon service between Santa Cruz, Capitola, Scotts Valley, on the one hand, and Candlestick Park in San Francisco, on the other hand, with no intermediate points served. The PSC was granted in 1961 and the partnership has been sold to a corporation which is no longer interested in operating the PSC. The corporation holds TCP 52-A which is still active.

B & H TRANSPORTATION (Richard Goodridge, Ilse Goodridge, John Williams and Poni Goodridge dba)

FORT BRAGG: Currently operating a PSC between Fort Bragg and Willits having purchased the operation about one year ago, B & H is seeking a PSC to allow operations between Fort Bragg and various points of high activity in the Bay Area including Cow Palace, Candlestick, Oakland Coliseum, Marriott's Great America, Marine World, Coddingtown in Santa Rosa and Harrah's Club parking lot. All pick ups would be in Fort Bragg, Ukiah, and Willits using two 1974 Dodge vans.

POODLE BUS LINES (Kenneth Henricksen dba)

SANTA ROSA: Currently operating under a PSC between Sonoma County points and Mare Island Navy Yard, PBL is seeking a PSC to operate between Ukiah, Cloverdale, Geyersvill ville, Windsor, Santa Rosa, Sebastopol, Cotati, Petaluma, Rohnert Park, Novato (either in that order or any individual points) on the one hand, and Marriotts Great America and Santa Cruz, on the other hand. The service would be operated on an "On Call" basis with a minimum 34 passengers.

EASTERN CONTRA COSTA COUNTY TRANSIT AUTHORITY (ECCCTA)

ANTIOCH: ECCCTA officials have signed an agreement with AC TRANSIT whereby the Oakland agency will operate local bus service in the area beginning late this summer. There will be five lines in the system, two in Pittsburg including West Pittsburg, two in Antioch and one in Brentwood. Buses will operate initially weekdays only with hourly headways in Pittsburg and Antioch and 90 minutely in Brentwood. Except for the BART Express lines presently run in the area by AC the only local service is a two hourly one way loop line in Pittsburg run by PETTAS TRANSPORTATION under contract. GREYHOUND LINES-WEST continues to operate suburban service between Antioch, Concord, Walnut Creek, Oakland and San Francisco.

MEETING SCHEDULE: February 6, 936 South Genesee, Los Angeles
March 13 and April 10, Pasadena Chamber of Commerce, 181 South Los Robles, Pasadena.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUTRAN: Local 260 of the Transport Workers Union representing 850 operators and 50 other employees struck HOUTRAN November 23rd and is seeking a 14-17 per cent increase in a proposed two year contract. Their proposal would raise the present operator wage range of $4.70-$5.60 to $5.50-$6.40. HOUTRAN's offer would raise pay scales to $5.08 and $6.06 over two years. While the workers are employees of NATIONAL CITY MANAGEMENT COMPANY, INC. The City of Houston is paying the bill and Mayor Fred Hofheinz has stated the city will not consider more than a 5 per cent increase which TWU officials say is not enough as HOUTRAN employees do not get merit increases and have less sick leave and paid vacation benefits than regular city workers. On December 6th using supervisory personnel HOUTRAN began operating the Mini-Bus service in the downtown area and on December 13th portions of Lines 50-HARRISBURG and 80-LYONS AVE began to be served, again using supervisory personnel and 600-699 series T8H5307As. YELLOW CAB COMPANY, charging $1 for adults and 50 cents for children, students and elderly has been operating taxicabs along several HOUTRAN lines including 10-JENSEN-LANGLEY, 32-WESTHEIMER, 48-NAVIGATION, 48-WASHINGTON-SILBER, 66-BELLAIRE, 77-SOUTHMORE, 80-LYONS-LOCKWOOD and 80-DOWNING-SUNNYSIDE. Although there has been some talk no action has taken place concerning the city cancelling the management contract it has with NCM nor about the formation of a regional transit authority. The City of Houston will get a $33 million grant to help build a "downtown people mover" system running north and south in the downtown area from the Cullen Center area to the Harris County Courthouse complex.

CONTINENTAL TRAILWAYS SYSTEM

DALLAS: The last of the Five Star Luxury Service using Golden Eagle coaches in the state of Texas has operated with service being dropped on the DALLAS-HOUSTON line. CONTINENTAL BUS SYSTEM GEs, fleet numbers 11301-11309 and CONTINENTAL DIXIE LINES 12301, now 12901, have had their window curtains and kitchen equipment removed with additional seats being installed. CBS 11314 is now 11901. The package express operations in Houston have been moved from the bus terminal at McKinney and San Jacinto to a new building at Lamar and Fannin which relieves the intolerable congestion at the station as the result of cars and trucks attempting to pick up and deliver packages (revenue wise, Houston is one of the top five Continental Trailways cities in the United States).

VANCOUVER-PORTLAND BUS COMPANY (VPBC)

VANCOUVER, WASH: VPBC shut down operations December 31st after unsuccessfully trying to have the City of Vancouver either purchase some VPBC buses and the franchise to operate the interstate service for $52,000 or all the equipment including the charter buses for $165,000. Options explored included having VANCOUVER TRANSIT SYSTEM operate the line into downtown Portland, arrange some type of passenger interchange at Hayden Island in the midchannel of the Columbia River with TRI MET or have TRI MET operate across the Interstate Bridge to the Greyhound Station in downtown Vancouver which plan was the one finally adopted.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Eleven brand new 47 passenger buses (MC-8s) will be purchased shortly and will permit service improvements between Longmont, Boulder, Broomfield and Denver, will enable expanded inter city service between the Boulder County communities and the Federal Center, direct service to Stapleton International Airport and expanded service to Lafayette and Louisville. A $99 million budget for 1977, emphasising improvement of the existing RTD bus system and preservation of future opportunities for implementing rapid transit, has been adopted by the RTD Board of Directors.

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
South Coast Area Transit	4505-4512	AMG	9635A-6/-	42 seaters
Bellingham Transit	871-872	GMC	T6H4523N/1573-1574	
Anchorage Transit	6003-6006	GMC	T6H4523N/1722-1725	
Galveston Transit	1601-1615	GMC	T6H4523A/1789-1803	
Vancouver (Wash) Transit	90-99	GMC	T6H4523N/1925-1934	
Boise Transit System	unkn	GMC	T6H4523A/1976-1985	
City of Colorado Springs	unkn	GMC	T6H4523A/2508-2510	
Corpus Christi Transit	unkn	GMC	T6H4523A/2511-2525	
Utah Transit Authority	4801-4920	GMC	T8H5307A/3530-3658	
Las Vegas Transit System	5308-5309	GMC	T8H5308A/449-450	
Roberts Holiday Lines	7601-7615	MCI	MC8/S11731-11745	43,RR - 7605 is serial 31853
USED				
SCRTD	1307	GMC	TGH3101/681	SCAT 455
Antelope Valley Bus, Inc	809-811	GMC	SDH4502/023,016,018	TTFB 809-811
Western Charter	863	GMC	TDM5108/404	TNJ N-707
Crew Transit, Inc.	(362	GMC	PD4106/1415	Odyssey 362
	(LA2-LA3	Mini	MB711/-,-	unkn
	(LA5	Mini	MBF-1D/519	APT 417
	(LA6	Mini	MB-1D/448	APT 415
	(LA7	Mini	MBF-2D/530	APT 14
DISPOSITIONS				
Regional Transit (Sacto)	5505	GMC	TDH4507/1441	Space Age Motel in Anaheim

# # # # # # # # # # # # # # # # # # #

WTS Meetings in March and April will be held in the Directors Room of the Pasadena Chamber of Commerce, 181 South Los Robles in Pasadena at 700 PM, March 13 and April 10

February Meeting as usual at 936 South Genesee Avenue in Los Angeles, 700PM,

Joe Corbin is the new owner of former WTS bus, GLENDALE CITY LINES 8608, TD 3602/056, and the bus has been transported to its new home in Irwindale and will now await restoration, a project WTS was not able to accomplish at the Orange Empire Railway Museum - we wish Mr. Corbin much success in his project.

EDITORIAL STAFF

Editor — Edmund Buckley

Senior Staff — Robert Higginbotham, Warren F. Quon, Jack Perry

Reporters — Chris Radkey, John McKane, Wilbur Sherwood, Bob Burrowes

WTS STAFF

General Manager — Michael Campbell
Secretary — Edmund Buckley
Treasurer — Todd Terpening

Mailing Address — P. O. Box 46402, Los Angeles CA 90046

Editorial Address — 1148 W. Civic Center, Santa Ana CA 92703