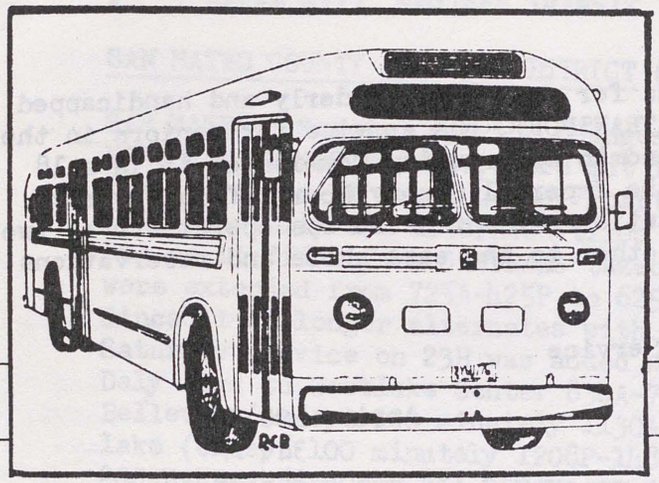


Western Transit

Monthly Publication of The Western Transit Society

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OMNITRANS (OT)

SAN BERNARDINO: OT Directors have approved two contracts for small buses intended for use by handicapped persons, the first is a $288,896 contract for purchase of four 25 passenger buses equipped with wheelchair lifts and the second a $200,772 purchase of three more of the buses without lifts. These are intended for general use but could have lifts installed later at a cost of $5,000 if they are needed for still more service to the handicapped. The Board only received one bid - from Chance Manufacturing Company of Wichita - for its MINIBUS model at $72,224 apiece with lifts and $66,924 without. Tentative plans are to assign one of the buses to full time weekday service in each of four areas, San Bernardino and vicinity, Redlands-Yucaipa area, West Valley and Victor Valley. The expanded service will meet federal requirements that at least five per cent of federal transit aid be spent on services for the elderly and handicapped. The buses are expected to be delivered about November. OT offered Park/Ride service to the Ontario Motor Speedway for the Datsun Twin 200 Races. Service started from two locations (Ontario Plaza at Mountain and I Streets and Colony Park at 5th and Mountain) at 830AM and ran half hourly until 1030AM. At the finish of the race buses returned customers to the Park/Ride lots.

TRANSIT IN VENTURA COUNTY

VENTURA: The Thousand Oaks To Ventura Bus Service, sponsored by the county and certain cities and operated by CHANNEL ISLANDS BUS SYSTEM, was modified on February 22nd to include service to the Rancho Conejo Industrial Park in 1000 Oaks and Del Norte Mobile Home Park while service was deleted from Goebel Senior Center, Nyeland Avenue and Alvarado Avenue. In the process the time table was changed for commuter purposes as Southbound trips leave Ventura at 700AM, 925AM, 1225PM, 258PM while northbound trips leave 1000 Oaks at 810AM, 1043AM, 143PM and 413PM. Service still operates weekdays only except certain holidays. The first southbound and last northbound trips are scheduled to serve the Rancho Conejo Industrial Park. The 1000 Oaks City Council has approved the addition of a second small bus on TO streets. The present one-dubbed Senior Bus-has been running since 1974 with state funding. On Monday, Tuesday and Fridays it runs between Newbury Park and Conejo Village Shopping Center; on Wednesday and Thursday it operates between Westlake Village, the TO area and Conejo Village and on Tuesdays and Thursdays it is used alternately by three senior clubs, Newbury Park Friendship Club, Golden Age Club and the Friendly Oaks Club. Upon receipt of the second bus the Senior title will be dropped and buses will be available to any TO resident and those in unincorporated areas such as Newbury Park for 25 cents while senior will ride free. The city will pay $26,813 for the added bus provided by CHANNEL ISLANDS BUS SYSTEM. CAL COAST CHARTER offered a lower bid, but council felt that for an extra thousand dollars they could get a larger vehicle better equipped. The bus will operate as soon as CIBS can get it ready for service. More than 8000 senior citizens rode the bus last year. The additional bus service will operate for one year.

TRANSIT IN IMPERIAL COUNTY

EL CENTRO: Two transportation projects utilizing vans for service to elderly and handicapped are underway in southeastern California. SALTON SEA TRANSPORT, bus service for seniors in the Salton Sea area began March 1st. Operated by the Economic Opportunity Commission it is a 18 passenger vehicle with wheelchair lift purchased by the Imperial County Board of Supervisors with funds from revenue sharing as a 1 year transportation project. The bus operates over two routes, one to the west shore of the Salton Sea, the other to the east shore and reservations must be made one day ahead. Schedule is shown below:

Tuesdays - West Shore Service

Salton Sea Tiki Cafe	Leave 900 AM	Arrive 400 PM
Welcome Center, Salton City	915 AM	345 PM
Westmoreland Youth Center	1015 AM	245 PM
Brawley Safeway Store	1030 AM	230 PM
El Centro Senior Citizens Center at 660 State Street	Arrive 1100 AM	Depart 200 PM

Thursdays - East Shore Service

Bombay Beach Fire Station	Leave 900 AM	Arrive 400 PM
Fountain of Youth Spa	930 AM	330 PM
Lark Spa Screen Room	930 AM	330 PM
Brawley Safeway Store	1030 AM	230 PM
El Centro Senior Citizens Center	1100 AM	Depart 200 PM

A public hearing was held on February 22nd on the application of CAMPESINOS UNIDOS, INC. for funding for a Rural Transportation Project for the North End of Imperial Valley El Centro. Money was requested for purchase of twelve passenger vans, three at first and then two more with one equipped with a wheelchair lift. These vans are proposed to operate between Niland, Calipatria, Brawley, Westmoreland, Imperial, El Centro and Holtville. (It is unknown to WT if the project is limited to demand/responsive transit or regular fixed route service and presently GREYHOUND LINES-WEST provides intercity service between all points listed as part of the LOS ANGELES-EL CENTRO-CALEXICO service including local Imperial Valley schedules).

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A new commute hour service, 80-GATEWAY EXPRESS, was scheduled to begin April 4 between the Southern Pacific Depot at 4th and Townsend and the Embarcadero Center (14 trips in the morning and nine in the evening) while service on Line 40-COMMUTER will be reduced correspondingly. 40 travels as far as 2nd and Stevenson and the city's office district is growing away from Montgomery Street and toward the Bay. Effective January 24th Lower Mission Street between Beale and 11th was made a transit preferential project. Traffic in the lane next to the parking lane outbound between Beale and 4th from 7AM until 6PM is restricted to MUNI buses and jitneys except for autos making right turns. The outbound transit only lane is extended from 4th to 11th during the afternoon peak hours from 4PM to 6PM. Inbound traffic in the curb lane is restrcited to transit vehicles and right turns from 11th to 4th Street during the afternoon peak hours (4PM to 6PM). The transit only lanes are designated with a diamond symbol on signs and painted on the pavement and MUNI vehicles are directed to stay in those lanes during the posted hours except when they might be blocked.

CARMEL VALLEY TRANSIT CORPORATION (CVTC)

MONTEREY: CVTC abandoned service between Carmel Valley Village, Carmel Valley and Del Monte Shopping Center during March after only three months of operation with monthly revenues of $135 and monthly expenses of greater than $600 operating one Dodge van over a fixed route.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Several service changes to the fledgling Daly City Division, successor to NORTHGATE TRANSIT, INC., were put into effect January 24th. 21A-STONESTOWN-KING/CALLAN had stops at Crown Colony Apartments on the two early morning express trips to BART/Daly City and afternoon trips from BART eliminated and CCA now operates its own bus as it did before SAMTRANS takeover. Weekday service hours on 23H-BART-BELLEVUE were extended from 725A-425P to 625A-610P and headways improved from 60/120 to 30. Since it no longer alternates with 22G-BART-CIVIC CENTER an added bus was needed. Saturday service on 23H was added with western terminus extended from BART via John Daly Blvd to Westlake Center 830A-700P, 60 minutely from Mission and Templeton to Bellevue (except 120 minutely 1130A-130P) and alternately 20 and 40 minutely to Westlake (except 100 minutely 1208P-148P). One additional trip weekdays was added to 20C-BART-SERRAMONTE VIA SOUTHGATE (935P), 20J-BART-SERRAMONTE VIA JUNIPERO SERRA at 620P and 22E-BART-SERRAMONTE VIA PALISADES at 645A. Recent equipment additions include nine TDH 4519s from Fort Worth and a final batch of six used TDH 4518s from Atlanta. The SAMTRANS-GREYHOUND LINES-WEST proposal for takeover of the GLW Peninsula commute service in San Mateo County was heard by the PUC in early February. Under the GLW abandonment application Peninsula local routes B, C, F, G, L, M, N, O, S and Z would be abandoned in San Francisco and San Mateo Counties and replaced by nine SAMTRANS lines operated under contract by GREYHOUND using 70 operators whose salaries would be paid by SAMTRANS and fifty GMC TDM 5303s which SAMTRANS would purchase over a three year period. In a separate application GLW proposes to abandon routes C and F in Santa Clara County between Palo Alto and San Jose but has agreed to continue this portion of their service on C until such time as SANTA CLARA COUNTY TRANSPORTATION AGENCY (CT) has equipment available to replace the Santa Clara segment. Proposed SAMTRANS substitute service includes 6 full time and 3 weekday peak hour only (northbound AM and southbound PM) lines with the Daly City BART station being the northern terminus of six of these instead of downtown San Francisco except on weekends when all service would continue into SF due to the absence of a BART connection. Lines would include: BART-PALO ALTO VIA EL CAMINO REAL: From BART/Daly City via John Daly, Mission St and El Camino Real (ECR) to Page Mill Road in Palo Alto looping into Stanford Industrial Park from ECR via Hansen Way and Page Mill; SAN FRANCISCO-HILLSDALE: From an as yet undetermined location in downtown SF (SAMTRANS is still negotiating with MUNI for SF operating rights) via Potrero, Bayshore Blvd toBayshore Fwy, San Francisco International Airport, Old Bayshore Rd, Millbrae Ave and ECR to Hillsdale Shopping Center; BART-PALO ALTO VIA AIRPORT: From BART via I-280, I-380, SF Airport, Bayshore Fwy, J. Arthur Younger Fwy and ECR to Page Mill terminus; BART-MILLBRAE: From BART via John Daly, Mission and ECR to Millbrae Ave; BART-LINDA MAR-HALF MOON BAY: From BART via John Daly, Skyline and Cabrillo Hwy (Calif 1) to Linda Mar with selected trips continuing to Half Moon Bay; BART-SAN BRUNO VIA SKYLINE: BART via John Daly, Skyline and San Bruno Ave to I-280. Peak hour service only would include: BART-SAN MATEO: BART via I-280, Sneath Lane and ECR to 3rd Ave; SAN FRANCISCO*PALO ALTO: From SF via Bayshore Fwy, Ralston and ECR to Page Mill terminus and SAN FRANCISCO-REDWOOD CITY: From SF via Bayshore Fwy, 3rd Avenue, ECR and Woodside Rd to Woodisde Plaza at Alameda De Las Pulgas. Scheduling would be such that a basic 15 minute headway would be maintained along ECR between Daly City and Palo Alto on weekdays from 5AM to midnight and through local fares would be decreased from GLW's 60 cent minimum to 25 cents per zone and commute fares between SF and mid Peninsula points would be comparable to SP so as not to compete with the latter's prices. Assuming PUC approval of GLW's application the changeover is planned for about June 1st.

GREYHOUND LINES, INC. (GLW)

SAN FRANCISCO: GLW's application to abandon Peninsula local service between San Francisco and Palo Alto and Coastside service to Half Moon Bay was heard by the PUC. Routes B, C, F, G, L, M, N, O, S and Z would be drppped and concurrently replaced by SAMTRANS. In a separate application GLW proposes to abandon the remaining segments

GLW Continued: of routes C and F between Palo Alto and San Jose (CT Line 22 already duplicates F in its entirety from Menlo Park to San Jose and CT proposes to operate a substitute bus for part of C hourly from Mayfield Mall (San Antonio Rd and Central Expressway) via Central, Evelyn and Fair Oaks to Sunnyvale Community Center just south of ECR. The portion of C on Alma Street between Palo Alto Depot and Mayfield would not be replaced but patrons could transfer to CT Line 23 for a less direct way to downtown PA). Route D-SAN FRANCISCO-SAN JOSE DEPOT STOPS ONLY and H (245AM trip each way between San Francisco and Palo Alto) and package express is not included in the application nor is SAN FRANCISCO-SAN JOSE EXPRESS VIA BAYSHORE FREEWAY (which uses MC-6s). The latter operates 18 northbound and 19 southbound trips daily at approximately hourly headways with three trips in each direction stopping at Great America Park in Santa Clara on days it operates. Description of GLW Peninsula routes follows: B-SF-REDWOOD CITY VIA BAYSHORE: SF 7th Street Depot via Potrero, Bayshore Blvd, Bayshore Hwy, So. Airport Blvd, SF Airport, Old Bayshore Hwy, Broadway, Calif and San Mateo Drs to 3rd Ave (San Mateo and ECR to Redwood City; C-SF-SAN JOSEVIA PALO ALTO & CENTRAL MOUNTAIN VIEW/SUNNYVALE: SF via Bayshore Fwy, Ralston, ECR to Palo Alto; Alma St and Central Expwy to Mountain View, Evelyn Ave to Sunnyvale and Fair Oaks, ECR, The Alameda and Santa Clara St to San Jose; D-SF-SAN JOSE DEPOT STOPS via Bayshore Fwy, Broadway-Burlingame, and ECR to San Jose; F-SF-SAN JOSE VIA PALO ALTO AND EL CAMINO REAL: SF via Bayshore Fwy to Ralston, thence ECR to San Jose; G-SF-REDWOOD CITY VIA BAYSHORE: SF via Potrero, Bayshore Blvd, Bayshore Fwy, 3rd Ave and ECR to Redwood City; H-SF-PALO ALTO "OWL" VIA ECR: SF via Potrero, Bayshore Blvd, Bayshore Hwy, So. Airport Blvd to United Airlines Maintenance Base, then San Bruno Ave and ECR to Burlingame, Calif & San Mateo Drs to San Mateo and 3rd Ave and ECR to Palo Alto; L-SF-SAN MATEO VIA SOUTH SAN FRANCISCO: SF via Potrero, Bayshore Blvd, Bayshore Fwy to South SF, San Mateo Ave to San Bruno to ECR to San Mateo; M-SF-SAN MATEO VIA MISSION: SF via Howard, So Van Ness, 26th, Mission, ECR to Burlingame, thence Howard and Calif/San Mateo Drs to San Mateo; N-SF-PACIFICA VIA ALEMANY: SF via Potrero, Bayshore, Alemany and John Daly Blvds to Westlake (Daly City), thence Skyline Blvd and Calif 1 to Linda Mar; O-SF-PACIFICA-HALF MOON BAY VIA SAN JOSE AVE: SF via Mission, San Jose Ave and John Daly to Westlake, thence as O to Linda Mar with some trips extending to Half Moon Bay; S-SF-SAN BRUNO VIA SKYLINE BLVD: SF via Mission, San Jose and John Daly to Westlake and Skyline Blvd to San Bruno Ave; Z-SF-SAN MATEO VIA SAN BRUNO: SF via Bayshore Fwy to San Bruno, thence San Bruno Ave and ECR to Burlingame, Howard and Calif/San Mateo Drs to San Mateo.

GREYHOUND PENINSULA LOCAL SERVICE TABLE (1/5/77)

	WEEKDAYS				SAT/SUN/HOL		
RT	AM	BASE	PM	EVES	DAYS	EVES	BASE RUNNING TIME
B	10-20	30	20	30-40	30	60	85
C	#60	60	#60	120	60	120	125
*D	1 RT	2RT	-	-	-	-	160-170
F	60	60	60	120	60	120	125
G	4 NB	-	4 SB	-	-	-	unknown
*H	one trip in each direction leaving SF and Palo Alto 245AM daily						97
L	1 SB	-	1 NB	-	-	-	40
M	20	30	%20	45	30	45	70
N	-	2 RT	-	2 SB	1 NB, 2 SB	-	44
O	5 NB	1NB,3SB	1NB,6SB	-	SB:5Sa,2Su NB:1Sa,2Su	SB: 1Sa NB: 1Sa,1Su	31/70
S	2 NB	-	2 SB	-	-	-	49
Z	3 NB	-	4 SB	-	-	-	unknown

*-not included in abandonment application
#-supplemental trips NB between 545-650AM and from SF 350-555PM
%-supplemental trips from SF 440-515PM

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning February 28th the Pomona terminal of Line 764-POMONA LOS ANGELES PARK/RIDE was changed from the Pomona Heliport to the Los Angeles County Fairgrounds administration building parking lot off of McKinley Avenue. Line 760 buses leave the lot and use White Avenue to the San Bernardino Freeway enroute to Wilshire and Western.

The second round of service frequency reductions occurred March 27th including elimination of Sunday service on Lines 827-EL MONTE-CERRITOS, 844-ALONDRA BLVD and 846-ARTESIA BLVD. In other changes Line 28-WHITTIER BLVD-WEST 3RD will operate every 10 minutes in the base Monday-Saturday and 20 minutely Sundays, 152-ROSCOE BLVD now operates half hourly on Sunday, weekend service on 356-GAGE AVENUE is now half hourly, daily frequency on 359-108TH-120TH STREETS is 35 minutely, 827 operates on a 35 minute headway, Saturday frequency on 829-PASADENA-SEAL BEACH is 40 minutely and weekday and Saturday headways on 844 and 846 is now 40 minutely instead of half hourly.

A public meeting was held February 24 at Byrd Junior High to discuss RTD plans to relocate Division 15 from its present temporary location at Penrose and Tujunga in Sun Valley to one of two other sites - near Branford and Truesdale or near Glenoaks and Branford. A different type of public hearing, this one on comments from interested parties regarding impact on the environment of proposed increases in the District's fares, is scheduled for April 25th.

Additional buses appearing in the black window scheme include: 1100, 1112, 1117, 2178, 2227, 2231, 2238, 2320, 2332, 2334, 2378. The appearance of 2334 means the end of the once standard two tone green and white adopted by the former METROPOLITAN COACH LINES in 1953 and passed on th LAMTA. There are still a few buses in the white and light green introduced by LAMTA in late 1963. The 1100 series Minibuses are now appearing with white and saddle tan striped roofs, black windows, a yellow belt rail, white from the belt rail to the rub rail and saddle tan below.

With the close of service on April 2nd Saturday operation of Lines 200-CHINATOWN-OCCIDENTAL CENTER MINI-BUS LOOP and 202-OLVERA STREET-FASHION MART MINI-BUS LOOP was discontinued.

Surfboards are now able to be transported on certain district lines subject to a 54" length restriction and passengers with boards are being asked to place them towards the rear of the bus to avoid inconveniencing other riders. Lines on which boards may be handled are 175-SANTA MONICA-MALIBU-TRANCAS, 829-PASADENA-SEAL BEACH, 846-ARTESIA BLVD, 869-AVIATION BLVD-PROSPECT AVE, 870-SAN PEDRO-ROLLING HILLS, 873-LONG BEACH-SANTA MONICA and 875-WESTCHESTER-REDONDO BEACH-MARINELAND.

Since March 16th bus patrons in Riverside have had a choice of two competing services, RTD now charging 35 cents for local rides with 10 cent transfers (riders on 496 and 860 not affected) or the new RIVERSIDE TRANSIT AGENCY charging a quarter. The reason for the duplicate service is one which centers on the interpretation of federal law (Section 13c of the Mass Transit Assistance Act) under which an agency responsible for changing the working conditions of transit employees is also responsible for any claims which might result including moving costs, commuting expenses or the cost of temporary layoffs for low seniority personnel. Both agencies feel the other is responsible for any compensation which may ultimately be awarded to the approximate 70 RTD operators and mechanics presently based at Division 13. After about a week of duplicate bus service and negotiating sessions the RTA Board voted to approve a settlement with RTD that would have made RTA the responsible agency for claims conditioned upon approval by the Riverside City Council and County Board of Supervisors as these bodies might incur added expenses because they contract with RTA to cover the cost of bus service, but prior to any action of these two bodies RTA officials indicated

RTD Continued - they (RTA) were now unable to support the agreement, the County then took no action and the city voted to postpone indefinitely consideration of the agreement and also voted to join RTA in any law suits which might be filed in this matter which could include suits against RTD to stop its service, against the U. S. Department of Labor for release of two federal grants totaling $642,000 (reimbursement to city and county for funds advanced to RTD for service in 1975-1976 fiscal year) and against any transit unions to keep them from allegedly interferring with RTA's federal grant requests. The Riverside City Attorney's office, which has been acting as legal counsel for RTA, has asked it be relieved of that responsibility because of a potential conflict of interest between the city and RTA should both parties be sued by RTD for the costs of any labor settlement. Earl Clark, General Chairman of the United Transportation Union representing RTD operators, has indicated the union feels RTA is responsible for any changes and has stated that if RTD withdraws its service from Riverside the union intends to file claims against RTA. (As of this writing it is unknown to WT how long the duplication of bus service or disagreement between the parties will last - the latest news from Riverside indicates no talks are being held between RTD and RTA toward settlement).

NORTHGATE TRANSIT, INC. (NGT)

SAN MATEO: NGT operation was assumed by SAMTRANS on January 1st which included a takeover of the final roster of twenty buses. Through the courtesy of SAMTRANS Manager of Maintenance Harvey Furman reporter Jack Perry obtained the details of the final roster which is included:

Fleet Nos	Make	Model/Serial	Seats	Year	Notes
2	GM	TGH2708/279	27	1951	Stockton MTD 10
3	GM	TDH3501/835	35	1967	Purchased new
5	GM	TGH3102/888	31	1958	Culver City 318
14	GM	TGH3101/387	33	1951	
15	GM	TGH3102/500	31	1956	Culver City 315
21	GM	TDH3612/1142	36	1951	SCRTD 6682
24	GM	TGH3101/499	31	1951	Old Pueblo 124
27	GM	TGH3102/566	31	1956	Torrance 327
28	GM	TGH3102/567	31	1956	Torrance 328
30	GM	TDH4512/740	45	1955	Torrance 332
31	GM	TGH3101/668	33	1951	Bayshore 31
32	GM	TGH3102/1422	31	1962	Vegas Transit N143
33	GM	TGH3102/1418	33	1962	
34	GM	TGH2708/284	27	1951	Stockton MTD 2
35	GM	TGH3101/520	31	1951	
71	GM	TGH3101/268	31	1951	Culver City 304
110	GM	TDH3612/060	38	1949	Tri Met 110
201	GM	TDH4509/1330	45	1951	Associated 6013
229	GM	TDH4507/1437	45	1947	AC Transit 1790
311	GM	TGH3102/327	31	1956	Culver City 309

SALINAS TRANSIT SYSTEM (STS)

SALINAS: STS is now operating a new local line connecting Salinas with Prunedale, Pajaro and Watsonville providing increased service to Northridge Shopping Center. The route is divided into two 30 cent fare zones and passengers can transfer to MONTEREY PENINSULA TRANSIT in Salinas and SANTA CRUZ METROPOLITAN TRANSIT DISTRICT in Watsonville which means that it is now possible to travel from Boulder Creek to Carmel Rancho via local transit.

TRANSIT IN RIVERSIDE COUNTY

RIVERSIDE TRANSIT AGENCY officials have approved the RTA staff negotiating a price for the contract to operate the Dial A Ride system in the Rubidoux area presently run by OMNITRANS using Mercedes Benz coach 20714 which is based at the RTA garage, North Market and Rivera just north of downtown. RUBIDOUX CAB COMPANY, the same firm which instituted a lawsuit a year ago against the County Road Department for operating the DAR, was the lowest of three bidders at $61,906 with YELLOW CAB OF SAN BERNARDINO at $88,075 and Alfred and Lois Scott as yet an unformed company at $89,696 and it is with RCC that negotiations will be held if the now dormant lawsuit is dropped. RTA figures indicate that the agency carried 12,211 passengers in its first seven days of operation. Riverside County Supervisor Al McCandless announced recently the new "Sunline" bus system will begin in the Coachella Valley about August 1 because of a delay in the delivery of the new buses. Present plans call for a "backbone route" from Desert Hot Springs to Thermal connecting with local services in Coachella, Indio, Palm Desert, Palm Springs and Desert Hot Springs. Fares will be a quarter.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD will soon ask the Comprehensive Planning Organization for $3.7 million in operating funds for fiscal year 1977-1978 to be used to expand the system to 109 buses with 269 employees. The district intends to purchase 16 new buses at $78,000 each and 9 additional used buses at $15,070 each during the year. They also plan to purchase six large diesel buses each year for the next four years.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Over the past few months SDTC has inaugurated five new lines including two more lines between La Jolla and downtown San Diego. 14-LA JOLLA-SOLEDAD MOUNTAIN ROAD-SAN DIEGO begins at Silverado and Girard via Girard, Genter, Fay, Nautilus, La Jolla Drive South, Soledad Mountain, Balboa, Marina, Taylor, Rosecrans, Pacific Highway and Broadway to 10th. Hourly service is operated 5AM-8PM Monday-Saturday and 730AM-730PM Sundays. 30-SCRIPPS HOSPITAL-LA JOLLA-SAN DIEGO EXPRESS begins at the hospital via Miramar, Williams, VA Hospital, UCSD, Myers, North Torrey Pines, La Jolla Shores Dr, Torrey Pines Rd, Girard, Pearl, La Jolla Blvd, Turquoise, Mission, Grand, Mission Bay Dr, Interstate 5, (Front or 1st Ave) and Broadway to 10th. Service operates half hourly 530AM to 1000PM on weekdays only. 51-SAN YSIDRO SHUTTLE begins at the International Boundary via San Ysidro Blvd, Averil, Sunset, Alverson, San Ysidro, East Park, Seaward, Otay Mesa, Alaquines, Diza, Blando, Ave de la Madrid, Ave de la Cruz, North, Beyer, Del Sur, Del Sol, Picador, Via Tonga, Beyer, Palm and Churrituck to Arey & Picador. Hourly weekday service is run 515AM until 815PM. 52-SOUTH MISSION BEACH-POINT LOMA starts from South Mission Beach via Mission Blvd, West Mission Bay, Sunset Cliffs Blvd, Nimitz, West Point Loma, Bacon, Narragansett/Macaulay, Plum, Lowell, Nimitz, Rosecrans, Keats and Willow to Nimitz. Half hourly service seven days a week is operated between 600AM and 930PM. Line 54-SANTEE-RANCHO SAN DIEGO SHUTTLE begins in Santee at Mast and Carlton Hills Blvds via Carlton Hills, Carlton Oaks, Pebblebeach, Mast, Medina, Rumson, Wethersfield, Carlton Oaks, Carlton Hills, Mission Gorge, Fanita, Grossmont College Dr, Highwood, Lake Murray Dr, Jackson, into and thru Grossmont Shopping Center, Jackson, La Mesa Blvd, Palm, Spring, Campo Road, Sweetwater Springs Blvd, Jamacha Blvd, Trace, Whippletree and Doubletree to Jamacha. Hourly service is offered 600AM-800PM weekdays and 1000AM-600PM on Saturdays. SAN DIEGO ECONOMY LINE, INC., the last small private operator in the region was purchased during March for about $60,000 although SDEL owner Fred L. Allen's request for employment and equivalent seniority with SDTC was rejected by the SDTC Board. The firm was running one TDH 4509, a former SDTC coach, on its two hourly COLLEGE GROVE-CHULA VISTA-SAN YSIDRO line, the last link in a once rather large operation in the sparsely settled Lakeside/Santee/Homeland/College Grove/Copa De Oro/Sweetwater area south and east of downtown San Diego.

EQUIPMENT REPORT

Property	Vehicle Nos	Make	Model/Serial	Notes
NEW				
SCAT	4505-4512	AMG	9635B-6/342-349	42 seats
Kopecky Corp Chtr Buses	CE2412	MCI	MC8/S11821,U31904	
Pacific Scenic Lines	52,54	MCI	MC8/S12330-1, U31780-1	
Goodalls Chtr Bus Serv	1976-1977	MCI	MC8/S12171-2	
Antelope Valley Bus	801	MCI	MC8/U10936	
Greyhound Lines-West	1070-1103	GMC	MC8/-	43,RR
SLATCO	222	GMC	P8M4905A/1444	
Scenic Hyway Tours	6904	Prev	P102-2395-76	
USED				
Starline Sghtsg Tours	2024	GMC	PD4104/3845	AVBI 2024
Cush Tours	(13,15	GMC	PD4104/4530,3579	Holiday 203,
	(			SDTC 1006
Desert Stage Lines	109	GMC	PD4106/2467	GLOLA 517
SAMTRANS	(123-131	GMC	TDH4519/001-005,	Ft Worth 501-505
	(		563,	506
	(		1824-26	507-509
	(132-137	GMC	TDH4518/-	MAPTA -
Arrow Charter Lines	4810	GMC	TDH4801/184	RT 4810
Mark IV Chtr Lines	452-453	GMC	TDM4801/-	Western Chtr 861-2
Western Charter	863-864	GMC	TDM5108/404,-	TNJ N707,-
Eastshore Lines	(362-363	GMC	P8M4905A/242,240	Trombly MC Service
	(450	GMC	SDM4501/053	Guiton 200
Your VIP Lines	unkn	MCI	MC5/2513	GLW 2576
Brock Bus Lines	(56-57	Crown	A-743-11/35685	GSCBL 410
	(		A-426-11/36087	GSCBL 420
DISPOSITION				
Regional Transit	5509	GMC	TD4506/774	pvt pty-Oroville
(Sacto)	5501,02,07,11,12		TDH4507/1438,1671,	"
			1490,1436,1494	
	5503	GMC	TDH4507/1676	pvt pty-Rio Linda
	5508	GMC	TDH4507/1802	pvt pty-Knights Landing

# #

WTS Meetings in April and May will be held in the Directors Room of the Pasadena Chamber of Commerce, 181 South Los Robles, Pasadena at 7PM on April 10 and May 8th.

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