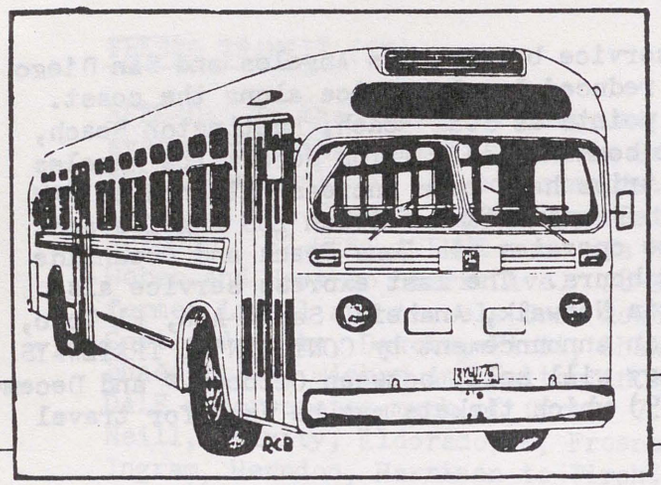


Western Transit

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SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: SCAT was recently awarded $843,360 in UMTA funds toward the purchase of 11 new buses. The money will be added to the $210,840 contributed by the district. The new vehicles should be delivered by June 1978 and will replace SCAT's oldest buses. Two of the buses will have lifts and related equipment for the handicapped and one of the buses will be used on the MAIN STREET-OXNARD line for schedule adherance problems as this is the system's most heavily used line serving the County General Hospital and several major shopping centers. SCAT has approved $5,000 for escrow costs on land acquisition for new maintenance facilities and offices on land in Oxnard on Third between Hayes and Garfield which land is now used for parking and in the past was used as a maintenance yard for the City of Oxnard. Other monies not used last year will be transferred for the purpose of buying the property. SCAT's July 1st fare increase has caused a 7.1% drop in patronage but a 29% increase in revenue. SCAT will now carry $5 million more in general liability insurance than last year - but not the $10 million demanded by the Ventura County Board of Supervisors, but the Board has now voted to accept the new policy and in addition to already agreeing to a weighted vote based on their financial contribution to SCAT rather than population of area represented, now paves the way for a county supervisor, as yet unnamed, to sit on the Board. The joint powers agreement governing SCAT must first go to the member cities for an amendment to allow this new member on the Board.

LONG BEACH PUBLIC TRANSPORTATION COMPANY (LBPTCo)

LONG BEACH: The "International City" has the distinction of being the first city to receive the new General Motors RTS-2 buses. Delivered in two groups the buses were on display in conjunction with Long Beach' annual "Good Ol Days" promotion which includes sidewalk sales, bazaar, strooling and static entertainment, a line up of antique and brand new automobiles. LBPTCo offered free rides on the buses loading at 737 Pine Avenue via Pine, Broadway, Long Beach Blvd and 8th to Pine. The buses are fleet numbers 4701-4715, model numbers TH8201/006-020. The model numbering scheme on the RTS buses is somewhat different from the former New Look and previous buses and consists of Vehicle Type (T for Transit), Engine Type (H for 8 cylinder, W for 6 cylinder), Length (the number indicating the number of 5 foot modular sections so that 8 means 40 feet, 7 means 35 feet, etc), Width (2 for 102 inches and 6 for 96 inches) and Version (01 for the first version). under this new approach the replacement model for a T6H4523A would be a TW 7601. (Ed. Note - It is presently unknown if parlor and suburban buses will be included in this new identification system).

1978 WESTERN TRANSIT SOCIETY MEMBERSHIP DUES AND SUBSCRIPTION RENEWALS ARE NOW BEING ACCEPTED MEMBERSHIPS REMAIN $7 AND SUBSCRIPTIONS ARE STILL PRICED AT $6

GREYHOUND LINES-WEST (GLW)

LOS ANGELES: Effective September 7th GLW revised all service between Los Angeles and San Diego to provide three types of express service plus greatly reduced local service along the coast. There are now only five daily round trips serving such points as Seal Beach, Huntington Beach, Laguna Beach, Encinitas, Solana Beach and other coastal communities. Trips depart Los Angeles at 630A, 930A, 1230P, 330P and 630P. Non stop express trips have been increased to hourly 8AM until 8PM with every other trip destined to San Ysidro. Punning time between Los Angeles and San Diego is 2 hours, 20 minutes. Other express service operates via Long Beach and Oceanside on a three hour headway with a one way travel time of 3 hours. The last express service also takes 3 hours travel and operates on a 3 hour headway via Norwalk, Anaheim, Santa Ana, El Toro, San Clemente and Oceanside. Following on the heels of an announcement by CONTINENTAL TRAILWAYS Greyhound headquarters in Phoenix has announced that they will sell, between October 9 and December 2 midweek fare tickets for a maximum of $65 (was $75) which tickets may be used for travel through December 16th.

CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: On October 1st CTS Dallas headquarters announced that midweek fares had been reduced to a maximum of $65 between any two cities served between October 10 and December 2 along with a $39 midweek maximum one way fare. The special fares can be used only on interstate travel from 600PM Sunday through noon Friday and tickets must be purchased during that period. AMERICAN BUSLINES, INC. service between Los Angeles and San Diego has been reduced as has GLW's with the following trips now operated. Southbound departures from Los Angeles include 750AM via Santa Ana and 900AM, 100PM and 605PM all through Long Beach and destined to points east of San Diego. Trips from San Diego include 155AM, 630AM and 1015AM (all via Long Beach and from points east of San Diego and 430PM via Santa Ana. Trips via Santa Ana are scheduled there for connections to/from Las Vegas and Salt Lake City.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning September 25 a new line was established, on a trial basis, to serve San Francisco 49ERs football games at Candlestick Park. The new BALLPARK EXPRESS VIA NO. 7 line begins at 8th Ave and Fulton via Fulton, Stanyan, Waller, Shrader, Haight, Webster, Oak, Freeway, Paul Ave off ramp, San Bruno, Paul, Bayshore, Salinas, Jamestown, Terminal loop and Giants Drive to Muni loading/unloading zone. Coaches will operate local between Fulton and 8th and Haight and Fillmore, then Express to Candlestick Park. Regular ballpark fares will be charged and alternate trips on a 15 minute will begin at Haight and Stanyan. Another weekend service, 78-GOLDEN GATE PARK SHUTTLE BUS will operate Sundays only when John F. Kennedy Drive is closed to auto traffic. Two buses operating on 10 minute headways 10AM to 5PM will begin at Stanyan & Frederick Streets with stops at Waller and Oak, then circle the Fell Street cloverleaf to McLaren Lodge. Other stops include Kezar Stadium parking lot, Conservatory of Flowers, 6th Ave, 8th Ave, Academy of Sciences, Music Concourse, Japanese Tea Garden and the de Young Museum. Armed with local funds MUNI is embarking on a plan to improve the appearance and mechanical reliability of its fleet. Several projects involve the PCC fleet which now will continue in service another five years before full operation of the new LRVs. 100 cars will receive complete paint jobs inside and outside plus new upholstery. Each car will have armatures rewound and control groups overhauled or replaced. The trucks and wheels will be overhauled and broken glass replaced. Routine maintenance will be increased on all diesel buses necessary for the transition from the Emergency Maintenance Program to the Preventative Maintenance Program and to reduce rate of repair deferral. All buses will be reapinted into the white, sunset glow and California poppy gold and the under carriages of all buses will be steam cleaned and all batteries will be recharged and all broken glass replaced. Several more projects include repainting interiors and exteriors of all operating divisions and necessary repairs to Geneva Division so that it can perform as an operating division for the PCCs for five more years and the resurfacing of several divisions where bus are parked.

FRESNO TRANSIT (FT)

FRESNO: In the September issue we presented one half of the changes FT made in their system over the period July 1 to September 1. The changes detailed below comprise the second half of the adjustments. Line 20-NORTH FRESNO VIA MARKS & HUGHES leaves downtown via Fresno, McKinley, West, Clinton, Hughes, Alamos, Santa Fe and Marks to Herndon. 22-WEST AVENUE runs via H, Inyo, Van Ness, Fresno, M, San Pablo, Olive, Weber and West to Sierra Ave. 28-STATE UNIVERSITY-DOWNTOWN incorporates portions of former Line 1 and travels from downtown via Van Ness, Maroa, Shields, Blackstone, Cortland, Abby, Dakota, First, Shaw, Winery, Gettysburg and Maple to Shaw. Inbound buses travel Wishon and Fulton in lieu of Van Ness/Marona. 30-TRINITY CENTER-PINEDALE incorporates much of former 7. From Fruit and Kearney via Kearney, Modoc, O'Neill, Trinity, Eldorado, E, Fresno, thru downtown, Abby into Blackstone, Minarets, Ingram, Herndon, Harrison to Birch. 31-TULARE STREET begins downtown via Tulare, Clovis, Kings Canyon and Fowler to Butler. 33-BELMONT AVENUE CROSSTOWN travels on Belmont between Marks on the west and Clovis Avenue on the east. 35-OLIVE AVENUE CROSSTOWN (former Line 13) travels along Olive between Marks and Clovis Avenues. 38-DOWNTOWN-CALWA-NORTH CEDAR AVENUE starts downtown via Fresno, Walnut, Church, Fig, Jensen, Cedae to Bullard and a large one way loop via Bullard, Millbrook, Sierra, First, thru St. Agnes Hospital, Herndon and Cedar to Bullard. 39-CLINTON AVENUE CROSSTOWN (former Line 6) begins at Parkway and Marks via Marks and Clinton to the Fresno Air Terminal. 46-DOWNTOWN-IRS CENTER-AIRPORT begins downtown via Van Ness, Hamilton, Third, Butler, Lane and Peach to the Airport. 51-BARSTOW AVENUE CROSSTOWN starts at Barstow and Marks via Barstow, thru CSUF, Chestnut and a one way loop via Sierra, Maple, Herndon and Chestnut. 15 minute rush hour service is now offered on five lines including 28, 30, 32-WEST FRESNO-NORTHEAST FRESNO, 34-ELM-FIRST and 38.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The first eight days of STA service yielded the following patronage figures: Backbone route - 2136, Palm Springs - 5201 (previously the only area with buses), Indio - 679, Coachella - 488, Desert Hot Springs - 58 and Palm Desert - 52. Projecting these figures STA officials are expecting 477,139 riders by the end of the fiscal year producing about $125,700 in farebox revenue. The STA Board has authorized the issuance of "Multiple Ride Cards" for 20 or 40 rides. Piders would pay the normal rate for the cards (15 cents or 35 cents) but would receive one free ride for the 20 ride card and three free rides for the 40 ride card. Cards would be valid for 90 days. As with most prepaid forms of transportation the idea of the cards is to encourage daily riders to use the bus and to receive a "bonus" for doing such. Equipment wise the FMC coaches tend to be assigned to Lines 1, 2 and 3, the Palm Springs local lines, while the Flxibles are assigned on all other lines.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

RIVERSIDE: A staff report to the RCTC, the agency created to approve transportation related projects within the county and disburse state funds accordingly, indicates 16 of the county's 17 cities plus the county itself should be allowed to spend more than $1.7 million in state funds on roads this year rather than public transit as short range transit plans have either been met or are now being met. A $3,000 allocation to the City of Lake Elsinore is being delayed until a study of bus service between that city and Riverside is completed. RCTC recently held public hearings on transit and has yet to reach any conclusions on requests for such services as more connecting service between cities, buses for handicapped and seniors, provision of specially out fitted vehicles for the Rubidoux Dial A Ride and better transportation to Los Angeles.

1978 WESTERN TRANSIT SOCIETY MEMBERSHIP DUES AND SUBSCRIPTION RENEWALS ARE NOW BEING ACCEPTED - MEMBERSHIPS $7 AND SUBSCRIPTIONS $6

COUNTY TRANSIT (CT)

SAN JOSE: On August 28 the eastern portion of 83-10TH & KEYES-SO. SAN JOSE was rerouted to directly serve San Jose State University to alleviate campus parking problems. Between Santa Clara and SO. 10th the route has been shifted to run on S. 4th (returning S. 3rd) and E. San Carlos to 10th instead of S. 2nd (returning S. 1st) and E. Reed. Terminal loop via 10th, Keyes, Senter, Alma and S. 7th remains unchanged. Changes effected September 6th included 58-ALVISO-SARATOGA - Monday-Friday midday southern terminus cutback from Saratoga CED (3rd & Big Basin) to West Valley College as 27-WEST VALLEY COLLEGE-SANTA TERESA HOSPITAL VIA LOS GATOS duplicates 27 along Saratoga Ave. Midday requirements on 58 were reduced from 5 to 4 buses. 19-SOUTH COUNTY DIAL A RIDE boundaries were extended to include nine areas previously not served and the entire area was divided into 3 Service Zones: Morgan Hill, San Martin and Gilroy (the 3 major South County communities) in order to reduce travel time for trips within any single community. In addition two coaches are diverted from DAR on weekdays 6AM-9AM and 2PM-6PM to serve commuters over two "Mini Arterial" lines on 60 minute headway. 15M-MORGAN HILL-JACKSON OAKS serves Morgan Hill City Hall, Library, mobile homes and residential areas east to Jackson Oaks transferring to 68-SAN JOSE-GILROY at Monterey Hwy. Route is from City Hall at Main and Peak via Main, Condit, Dunne, Hill, Fountain Oaks, Gallop and Dunne to Jackson Oaks Dr with 1 AM and 1 PM trip diverting to serve Live Oak High School. 15G-GILROY-SAN MARTIN connects with 68 at both ends of its line - from Monterey and San Martin via San Martin, Center, Pucker, New, Leavesley, Murray, 2nd, Monterey, 1st, Wayland, Welburn and Uren to Ramona. Other changes were begun with the October 2 Operator Sign Up. 26-HILLVIEW-SUNNYVALE had night service (hourly to 9PM) added over a shortened route from Hillview to Vallco Park Shopping Center at Wolfe and Stevens Creek in Cupertino. 27-SANTA TERESA-WEST VALLEY COLLEGE had weekday evening service hourly to 10PM added and Saturday headways improved from 60 to 30. Twin Coaches 474 and 532 have become the second and third TC31s to be declared unfit for further service and will probably be replaced by adding two more Gilligs to the 81 bus replacement order now beginning delivery. 474 was badly gutted by an engine fire June 9 and 532 sustained body damage after being sideswiped by a car and crashing into a house in San Jose. TDH 3612 #6644 has become the first of its type to be removed from service and placed in the "dead" line. In addition to the 5 remaining TD3609s and four 3610s which have been stored out of use at Central Coach Yard since summer 1976 the following have also been stored: 4506s 65 and 67 and 4507s 1778, 1814, 1837, 6501, 6504 and 6509 which makes a total of 18 GMs out of use. Plymouth Voyager VP-27 is also wrecked and out of service. All eight TDH 3501s (3501-3508) and 4507s 1712, 1717, 1788, 1799, 1809 and 1852 have been reengined with propane buring GMC truck engines. The 215 buses and 18 vans available for service are currently (9/15/77) assigned as follows:

Model	North Division (Mountain View)	Central Division (San Jose)	South Division (San Martin)	Total
TC-31	52	76	3	131
FMC 2900V	1	2	1	4
3102	3	6	-	9
3501	1	8	-	9
3612	-	3	-	3
4506	-	1	-	1
4507	9	12	-	21
4512	-	2	-	2
4512 (leased)	7	10	1	18
4517	-	7	3	10
4517 (leased)	2	-	-	2
4519	1	1	3	5
Vans	4	4	10	18
Total	80	132	21	233

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The El Paso Airport and Mass Transit Board offically took over operation of the city's transit system last January 18th by purchasing EL PASO CITY LINES for $2.3 million, COUNTRY CLUB BUS LINES for $277,000 and LOWER VALLEY BUS LINE for $269,042. Also involved in the purchase were the Stanton Street and Santa Fe Street bridges over the Rio Grande River which bridges had been owned by EPCL. The City Council approved a new fare structure, which was implemented April 1st, with a base fare of 35 cents, a ten cent zone charge and a transfer charge of ten cents. The area within five miles of downtown's San Jacinto Plaza is known as Zone 1 with all other areas as Zone 2. Previously EPCL charged 25 cents base, 5 cent zone and 5 eent transfers, LVBL had a 35 cent base and ten cent zones while CCBL had base fares of 20, 30 and 35 cents depending upon which line. Actual operation is provided by EL PASO TRANSIT SERVICES, INC. who employs the transit workers and operates the bus fleet under contract with the city. Expenses and wages will be paid by the city to EPTS through contract arrangement and the city will receive all revenues. Former CCBL Manager Wes Williams is EPTS President. CCBL's line along Doniphan through Northwest El Paso and Canutillo to Las Cruces, New Mexico was dropped because the city would have had to apply to the Interstate Commerce Commission for a certificate and both CONTINENTAL WESTERN LINES and GREYHOUND LINES-WEST operate between El Paso and Las Cruces. SCAT is repainting its new fleet in a yellow, brown and orange scheme. The final years of private operation were marked with a knowledge of impending public takeover and this combined with continually spiraling costs caused much deferred maintenance. While an extensive maintenance program is now underway the city advertised for bids for 44 Advance Design buses and received two bids, Flxible at $94,750 and General Motors at $92,022. The city awarded GMC a contract for 44 buses with an option for an additional 40. Funding for the 40 is subject to UMTA approval. On June 1st SCAT discontinued its last out of city line as service between Ysleta, Socorro, San Elizario and Clint was discontinued although Juarez based AUTOBUSES INTERNATIONALES took over the service the following day. SCAT inherited a fleet of 94 buses including 91 GMC transits, two school buses and one Flxible Clipper. Most vehicles are listed without benefit of serial numbers although they do include whatever information has been provided by correspondent Henry Leinbach.

Former EL PASO CITY LINES

3965,3980,3981,3983	TDH4517/712,727,728,730	
3986,3987,3991,3996,4001,4002	TDH4517/754,755,759,764,769,770	originally Mobile
4204-4214	TDH5303/mixed	Dallas Transit System
4215-4234	T8H5307A/1168-1186,1167	

Former COUNTRY CLUB BUS LINES

101,102,105	TDH3501/	
103,110,112	TDH3301/	
104,107,108,111,114	TDH3610/	
109	T6H4523/	
125	Flxible Clipper	

Former LOWER VALLEY BUS LINE

18,20	Conventionals	
23B,24,31,34-40	TGH3102/	no center doors
42,43,44,46,47	TGH3102/	center doors
48-55,60	TDH4517/	ex MOORE SERVICE
61-71	TDH4512/	
72	TDH3714/583	EPCL 3823
58-59	TDH3610/	in storage

SCAT Continued -- There are 25 individual lines in the combined system, the CCBL and LVBL lines numbered in and around the EPCL services. 9-COUNTRY CLUB and 15-CORONADO HILLS are former CCBL lines while 17-HIGHWAY 80, 18-PASODALE-LAKESIDE, 19-LOMA TERRACE, 20-RANCHLAND DEL NORTE, 21-TIGUA, 22-HACIENDA HEIGHTS, 23-HACIENDA-MONTANA, 24-TEJAS-MONTANA and 25-LANCASTER are former LVBL. EPCL services include 2-FORT BLISS, 3-SUN VALLEY, 4-BEAUMONT, 5-GOVERNMENT HILL, 6A-HIGHLAND, 6B-SUNSET-COLLEGE, 7-SECOND WARD, 8-MESITA, 10-PAISANO, 11-PARK, 12-GRANDVIEW, 13-CIELO VISTA, 14-MEDICAL CENTER and 16-EASTWOOD. 65 buses are required to operate weekday peak service on the system. August 1st saw changes on three lines, the first to be made since the SCAT takeover. Line 3 will continue along McCombs to Sarah Anne Avenue where it will turn around and resume its regular route, 13 was extended to include a short loop to the El Paso Airport and 21 was extended from the Ysleta Terminal to Pavo Real Park. Line 7 has also been rerouted under the Santa Fe Bridge to an area called Chihuahita. An in depth evaluation of the system including a number of proposals for service changes is on the drawing boards.

AUTOBUSES INTERNACIONALES (AI)

JUAREZ: AI, which has been operating two lines between El Paso and Juarez, one as a replacement for the "International Carline" and the other via the Cordova Island Bridge using a fleet of former EPCL TDH5103s and TDH5105s (originally from Los Angeles and New Orleans respectively, took over to fill the void when SCAT discontinued service between Ysleta and Clint. AI already had a line between Fabens and El Paso and between Fabens and Caseta, Mexico (across the Rio Grande) and Juarez. AI has certificates for at least two other lines, one from Anapra, New Mexico through El Paso to Juarez and from Zaragosa, Mexico across to Ysleta and into El Paso. AI has purchased 39 buses from ALBUQUERQUE TRANSIT SYSTEM which were declared surplus with the arrival of 52 T6H4523As last year. (Ed. Note - It is believed this group includes six TDH 4517s, thirty two TDH 4512s and TDH 4509s and one TDH 3714).

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: A number of changes were instituted August 29th including institution of new midday service and discontinuance of two lines. 15-ALABAMA 7600 was extended from the Sharpstown Shopping Center along the Southwest Freeway to Memorial Hospital Southwest. 40-PECORE 3400 and 44-STUDEWOOD 9000 lines had midday service inaugurated and 44 was also extended along Parker, Shepherd, Little York and North Freeway Service Road. Line 1-SOUTH MAIN 2000 weekday and Saturday service was dropped because it duplicated service provided by the Downtown mini-bus service and 67-MEYERLAND SHUTTLE was also dropped. Early morning and/or late night service was altered on eleven lines, either in discontinuance or lengthening of headways.

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