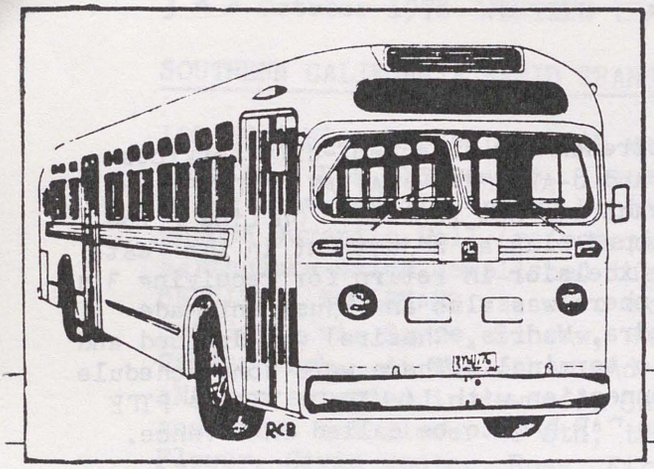


Western Transit

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: For the first time in OCTD's six year history bus fares were increased beginning September 10th as a parial replacement of the property tax revenue lost as a result of the passage of Proposition 13 in the June election (WT 7/78). For regular riders fares on fixed route lines were increased from 25 to 35 while rates on Park/Ride lines and Dial-A-Ride systems and ambulatory companions of handicapped on Dial-A-Lift were raised from 50 to 70¢. Transportation handicapped on DAL were increased from 25 to 35¢. Student fares were raised to be the same as Regular fares except that students, upon presentation of a Student Identification Card, can ride fixed route lines for 30¢. Rates for elderly and handicapped were also increased - from 10 to 15 on Fixed Routes and from 25 to 35¢ on Park/Ride and Dial-A-Ride. With the increase the subsidy of the first ten cents of senior citizen fares on fixed route lines came to a halt but on September 21 after passage of the County of Orange's FY 78-79 budget the subsidy was restored and was increased to cover the first 15 cents of seniors fares on fixed route lines. The premium fare services are not covered by the subsidy payments. Along with the fare changes came a drastic reduction in the Park/Ride system, the second most costly service to operate after Dial-A-Lift. The previous sixty seven one way trips on eight lines were reduced to fourteen one way trips on five lines with Lines 207-NEWPORT CENTER-NORTHEAST ANAHEIM PARK/RIDE, 271-ANAHEIM HILLS-NEWPORT CENTER PARK/RIDE and 260-LONG BEACH-WEST COUNTY-SANTA ANA PARK/RIDE totally discontinued. Remaining service consists of the following: one round trip on 201-SAN CLEMENTE-FULLERTON PARK-RIDE, two round trips on 203-SAN CLEMENTE-LONG BEACH PARK/RIDE, one round trip on 204-FULLERTON-NEWPORT CENTER PARK/RIDE, two round trips on 209-SAN CLEMENTE-NORTHEAST ANAHEIM PARK/RIDE and one round trip on 291-SAN CLEMENTE-SANTA ANA PARK/RIDE. Other changes also occurred including rerouting of peak hour trips on 21-VALLEY VIEW to operate along Bolsa, Graham and Edinger serving the Huntington Beach Industrial area and an extension of 162-HAZARD-McFADDEN along Newland from Hazard to 15th to serve the Westminster Civic Center. It is expected that by the end of the year all the large buses will be equipped with two piece headsigns which will call for installation of signs in the 1000s, conversion of the 1 piece curtains in the 1200s and conversion of 3 piece curtains in the 1600, 1800 and 1900s. The 1100s, 1300s and 1500s already have the desired two curtain signs which include the Line Number on the short curtain and the destination on the long curtain.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning September 11th weekday service on Line 12-ROBERTSON BOULEVARD-CULVER CITY-PALMS was extended northward from the former Pico and Westwood terminal to UCLA via Westwood Blvd, Le Conte and Hilgard to the UCLA off street bus terminal area. Saturday service continues to terminate at Pico and Westwood.

SEND US YOUR NEW ADDRESS IF YOU MOVE AS THIRD CLASS MAIL IS NOT FORWARDED - DO NOT MISS WT

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The latest system map and timetable indicates a retrenchment in out-of-city services and some revisions inside the city. Line 7-LA MIRADA PARK and 8-ARTESIA-HAWAIIAN GARDENS were discontinued as was 6-RIO HONDO CAMPUS SHUTTLE as the contract was not renewed. On Line 2 the small extension to Dollison and Muller via Fairford was dropped plus an adjustment in the Westside Park area and an exchange with Line 3 - routing along Excelsior in return for receiving 3's routing along Elaine from Rosecrans to Alondra. On Line 3 there was also an adjustment made along Norwalk from Alondra to Mapledale, a small loop (Alondra, Madris, Chesire) was dropped and then normal route along east side of Holified Park and on to terminal. There were some schedule adjustments also made including what now is an automatic connection with LA MIRADA DIAL A RIDE on all Line 3 trips on weekdays and Saturdays. Formerly the DAR had to be called in advance.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: June 10th brought a number of changes to SBMTD-land. Line 8-CALLE REAL-GENERAL HOSPITAL no longer operates to downtown operating as far south as Calle Real and Pesetas, then via Pesetas, La Colina, La Cumbre Rd, Lucero, Hope to terminal at State St (and downtown connection). Saturday service operating 950AM and every half hour to 520PM was added. The downtown routing of 9-FAIRVIEW CENTER-AIRPORT-UCSB was changed to be via Figueroa, Anacapa, Ortega and Chapala to the Transit Center returning via Figueroa, De La Vina and Carrillo. Line 10-CATHEDRAL OAKS was also changed to no longer serve downtown by operating as before from Storke & Hollister to La Colina & Verano, then via La Colina, La Cumbre to State and downtown connection. Line 12's downtown routing was also changed - 101 Freeway, Carrillo, Chapala, Arrellaga, 101 Freeway. Line 14 was rerouted between Hot Springs & Olive Mill and Mason & Milpas to run via Hot Springs, Old Coast Highway, Salinas and Mason. Evening service was added on a portion of 21-EAST-WEST BEACH-COAST VILLAGE ROAD from Cabrillo and Castillo via Shoreline Dr, Meigs, Cliff to Castillo in a one way loop. Service was restored to Museum of Natural History on 22-OLD MISSION-ST. FRANCIS HOSPITAL-EL ENCANTO - from Mission Canyon and Los Olivos the line operates via Mission Canyon to the museum on an hourly basis (alternate trips). The former routing of 23-OLD MISSION-SAN ROQUE-HIDDEN VALLEY was retained on Sunday only and cut back to La Cumbre Plaza with no service to Hidden Valley. The "new" Monday thru Saturday routing begins at Crestline & Bel Air via Bel Air, Portesuello, Modoc, Palmero, Calle de Los Amigos, Valle Verde, return to Palermo and Portofino, Portofino, Calle de Los Amigos, Modoc, La Cumbre, State, Hope, San Remo, Grove, Foothill, San Roque, Calle Pinon, Alamar to Marilyn, return to De La Vina, then one way loop via De La Vina, Quinto, Path to Pueblo.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: GLW raised its California intrastate passenger fares by 3 per cent September 7th but the 60 cent minimum one way fare remained (One way Los Angeles - San Diego is $7.70, was $7.44 as an example). Schedule cutbacks with September 6th included reducing the one round trip daily between Santa Rosa and Monte Rio in the Russian River area to one round trip weekdays only and reducing the one daily except Sunday Fresno-Dinuba round trip to operate weekdays only. Eliminated, perhaps seasonally, were the 1230AM Interstate 5 round trips between Los Angeles and San Francisco via San Jose. Service was upgraded to the local communities between San Diego and El Centro by diverting non stop trips to provide two round trips daily. The area recently was cut back to one round trip weekly.

SAN CLEMENTE-CAMP PENDLETON TRANSIT (SCCPT)

SAN CLEMENTE: Using ASSOCIATED's 4782, a two axle school yellow Crown Coach, SCCPT is operating between the points of its name departing San Clemente Greyhound Monday thru Thursday 5PM and every 90 minutes until midnight, Friday from 5PM and hourly until midnight and Saturday/Sunday from 9AM and hourly until midnight charging a 50 cent one way fare. COMMUNITY CHARTER BUS SYSTEM (before that CCBS subsidiary SAN CLEMETE STAGE LINES) had operated this line using 5103s and 5101s, but CCBS has been purchased by ASSOCIATED. (Ed. Note - this is the first sighting of this service in several years although it is known to have been operating).

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: September 10th was the date of the Fall Shake Up and brought with it several route extensions. Line 24-LOS ANGELES-SAN FERNANDO was extended from the Olive View Hospital along Foothill Blvd and Filbert Street to the site of the newly ppened Juvenile Hall (reinstating a routing which was in effect prior to the 1971 earthquake which demolished the former facility. Line 157-SHERMAN OAKS-SYLMAR VIA SEPULVEDA BOULEVARD was also extended in Sylmar from its former terminal at Eldridge and Sayre via Sayre, Sinsaw, Hubbard and Eldridge to Sayre terminating at the new El Cariso Park. At the other end of the system Line 800-LOS ANGELES-DISNEYLAND-SANTA ANA was extended in downtown Santa Ana from the former 3rd and Main terminal via Main and First and Flower to 6th, the OCTD Santa Ana Terminal. Returning buses travel via Flower, Civic Center, Ross, First and Main to 3rd and then former routing. The 9200 series articulated AM General buses were supposed to begin operating from Division 7 on Lines 83-WILSHIRE BOULEVARD and 91-HOLLYWOOD BOULEVARD but were delayed from entering service because of some mechanical problems including air conditioning.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA inaugurated two new lines on September 18, each one operating 12 hours per day Monday thru Saturday for a one year trial operation. Both services are to be operated under contract with RUBIDOUX ORANGE CAB COMPANY which already operates Line 21-JURUPA LOOP, 22-PERRIS-RIVERSIDEand the shuttle service between Moreno and Sunnymead. Line 24-WOODCREST begins at the Tyler Mall via Magnolia, Harrison, California, Jackson, Lincoln, Gibson, Victoria and Van Buren to Wood Road. Line 25-HIGHGROVE begins at 7th & Market via 7th, Orange, University, Chicago, 3rd, Iowa, Center and Michigan to Pico and a connection with OMNITRANS Line 19.

CROWN AIRPORT COMMUTER/METRO COMMUTER COMPANY, INC. (CAC) (MC)

PASADENA: CAC, the successor to the John Thompson Enterprises, Inc. scheduled airport operations has been operating one service between Arcadia, Pasadena, Glendale and the Hollywood-Burbank Airport and a second service between Jet Propulsion Laboratory, La Canada, Glendale, Hollywood-Burbank Airport and Los Angeles International Airport with a restriction against transporting passengers between either Arcadia or Pasadena and LAX to protect AIRPORT SERVICE, INC. rights. The PUC recently approved the application of CAC to transfer its certificate between Arcadia, Pasadena, Glendale and Hollywood-Burbank Airport to MC who has instituted daily service of 15 round trips all serving Glendale and Pasadena and three extending to/from Arcadia using a fleet of Dodge Maxiwagon air conditioned vans. CAC, in a schedule published September 1st is now operating six round trips Monday thru Friday between JPL, La Canada, Glendale, Hollywood-Burbank Airport and LAX and three round trips Sunday with no service on Saturday or legal holidays. CAC operates from a base at 8110 South 3rd Avenue in Inglewood while MC is headquartered at the Pasadena Hilton Hotel.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Additional changes were instituted August 30th (WT 9/78) involving the shuttle services. Line 85-DOWNTOWN SHOPPER SHUTTLE was rerouted to operate in a continuous loop from Union Square to Embarcadero Center and its former Civic Center and Hall of Justice legs were discontinued but a revision of 84-SHOPPER SHUTTLE now connects the Civic Center with 5th & Market area. 85 operates from Stockton & Sutter via Stockton, O'Farrell, Grant, Post, Kearny, Clay, Drumm, Sacramento, Montgomery, Sutter to Stockton. 84's new routing is from Hawthorne & Folsom via Hawthorne, Harrison, 3rd, Market, Ellis, Mason, Market, McAllister, Polk, Golden Gate, Taylor, Eddy, Mason, Market, 2nd and Hawthorne to Folsom.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Additional Sunday and holiday service was the order of the day beginning September 2nd as such service was established for the first time on Line 20-SALINAS while Line 1-PRESIDIO will have service over the entire route, Line 7-MARINA VIA FRONT-WAY will have the same route and schedule as weekdays and Sunday service was added through Marina only on 12-MARINA VIA COE AVENUE. Line 22-BIG SUR has reverted to its winter schedule of Saturday only. MPT headquarters was scheduled to be moved to 1 Ryan Ranch Road in Monterey on September 1st with separate buildings for maintenance and administration/transportation, fueling and cleaning islands, an automatic bus washer and parking spaces for 50 buses.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: A new fare structure has been adopted for SDTC in addition to a series of service reductions earlier this summer. Basic fare is 40¢, students 30¢, seniors/handicapped 20¢. Express fares are regular 55¢, students 40¢ and senior/handicapped 25¢ (no change). SaverPasses were also increased and college students are no longer eligible to use student rates. Special buses to San Diego Stadium are $1 and passes are not accepted. SDTC officials have indicated that Line 38-PARK LINE will probably "disappear" by the end of the year due to low ridership. The City of Imperial Beach has agreed to pay $12,000 per year to keep night service on Line 33-IMPERIAL BEACH SHUTTLE.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors have agreed to settlement of $1 million in the lawsuit filed after bridge tolls and bus and ferry fares were raised last fall. The settlement means that for about 40 days commuter fares will be lowered from $1 to 75¢ and ticket books would revert to the former 20% discount and GGT has agreed to set aside $333,000 (to be matched by treble that in federal funds) for purchasing buses equipped for the handicapped.

CITY OF CARSON CALL A CAB

CARSON: The City of Carson in cooperation with Yellow Cab and Checker Cab Company began a Dial A Ride service for seniors and handicapped persons on September 13th. Fares are 50¢ and the service is available anywhere in the city plus Harbor General Hospital, Torrance Medical Center, Memorial Hospital, Kaiser Hospital, Torrance Social Security Office and Long Beach SS OFFice.

OMNITRANS (OT)

SAN BERNARDINO: Public hearings were recently held on OT's application for federal operating assistance in the amount of $3,435,864 for this fiscal year plus amending their Capital Assistance Grnat to provide $1,778,585 to finance a capital improvement program including purchase of 10 large size transit buses equipped with wheelchair lifts, 2 mid size transit buses with lifts, 12 maix vans with lifts, 12 Dial A Ride sedans, retrofit 17 existing large buses with lifts (presumably those 1100 series AM General 10235B8s not already in the program), land acquisition for a satellite maintenance facility in the East Valley to replace the one now in Mentone and improvements in the maintenance facility at the San Bernardino headquarters, 1700 West 5th Street. The first of the seven Chance Minibuses purchased for partial Dial A Ride and partial fixed route services have arrived. #703 which is painted in OT colors, is air conditioned and a 25 seater with wheelchair lift has been running on Lines 56 and 59 in Ontario (Ed. Note - it is presumed that in line with OT numbering scheme these units will be 700-706).

SUN TRAN

ALBUQUERQUE: On May 1st the services of the ALBUQUERQUE TRANSIT SYSTEM, now known as SUN TRAN (buses are also labeled SUN TRAN) were completely reorganized into a basic grid system east of the Rio Grande and certain suburban extensions, particularly west of the Rio Grande, were dropped as was all evening service. The new system consists of major lines 1 thru 11 and crosstown/feeder lines 31, 33, 34, 36, 37, 40, 41, 50, 52 and 53 with some peak hour only services not shown on the system map such as the "SAN JOSE" lines connecting downtown with the General Electric and Fidal plants and others serving Sandia Corp. and Kirtland Air Force Base, Albuquerque's two major employment centers. The current fleet consists of TDH 4517s 401-406, T6H4523As 601-652, T6H5307As 501-506 and single door, square window Flxettes 101-109. TDH 4509 #350 remains on the property still painted in the old ATS white over turquoise but TDH 3501s 407-424 and TDH 4509s 351-370 and TDH 4512s 371-382 have all been disposed of within the past year, many to AUTOBUSES INTERNACIONALES in Juarez and El Paso. A SUNTRAN service table follows and includes only those services which are full time lines and shown on the system map.

		--HEADWAYS--		
LINE	NAME	WEEKDAYS	SATURDAY	SUNDAY/HOLIDAY
1	CENTRAL AVENUE	30	30	60
2	EUBANK-CENTRAL	30	30	-
3	LOUISIANA-CENTRAL	30	30	60
4	SAN MATEO-MONTGOMERY	30	45	-
5	CARLISLE-RIDGECREST	30	60	-
6	GIRARD-INDIAN SCHOOL RD	30	45	-
7	UNIVERSITY-CANDELARIA	30	45	-
8	NORTH BROADWAY-MENAUL	30	45	-
9	SOUTH BROADWAY-GIBSON	30	60	-
10	4TH-BRIDGE	30	30	45
11	RIO GRANDE-LOMAS	30	60	-
31	WYOMING	30	60	-
33	LOUISIANA	30	60	-
34	SAN PEDRO	30	60	-
36	12TH STREET	30	60	-
37	COORS BLVD	30	60	-
40	COMANCHE	30	60	-
41	CONSTITUTION	30	60	-
50	AIRPORT-MEDICAL ARTS	30	30	-
52	ARENAL/ATRISCO	30	30	-
53	HIGHWAY 85	60	60	-

Basic operating hours are 630AM-730PM weekdays and Saturdays and 930AM-530PM on Sundays and holidays. Lines 2, 3, 7, 8, 9, 36 and 53 terminate downtown while 1, 10 and 11 pass through downtown. Others are crosstowns or feeders which make scheduled connections to downtown oriented lines.

CONSOLIDATED TRANSPORTATION SERVICES, INC. (CTS)

RENO: The Nevada Public Service Commission recently granted CTS permission to operate bus service between Lake Tahoe's north shore and Reno. Fourteen passenger minibuses were scheduled to begin September 15 between Crystal Bay and Incline Village and the Reno International Airport and MGM Grand Hotel in Reno. The buses will depart Crystal Bay every two hours beginning at 520AM with the last trip of the day at 1215AM Sunday through Friday. A late bus will leave MGM Grand at 3AM Saturday and Sunday mornings. Fares will be $8.50 one way and $17.00 round trip.

THE TRANSIT SITUATION IN RENO, NEVADA

The new Regional Transit Agency (WT 8/78) was scheduled to commence operation September 18 and by late August had located seven TDH 4517s from Hausman Bus Sales and was seeking two more. The initial system will cover roughly the territory served by NEVADA TRANSIT COMPANY at its maximum extent though over different routings and will need 5 buses in the base. NTC has been offering "on again, off again" service since April on Lines 1, 2 and 4 pending establishment of the RTA. The demise of NTC brings to a close over 50 years of continuous service to the Reno-Sparks area by this operator, beginning June 15, 1927 when NTC briefly competed with and then replaced (on 9/6/27) RENO TRACTION CO. last streetcar line. Though some local Reno service was also provided initially, the Reno-Sparks line remained NTC's sole scheduled route (in addition to charter work and Reno school bus contracts) until 1965 when 2-RENO-NORTH SPARKS was added. Meanwhile, Reno local service was offered for many years by RENO BUS LINES INC. whose fleet of TGH 3102s ceased operating in 1965 and were replaced, in rapid succession, by JUDD'S JITNEY (using Volkswagen Microbuses and one Minibus MP-711) and then by PIONEER BUS LINES (using ex Stockton TDH 3610s), both of which lasted about 1 year. After a period without any local service NTC instituted 4-SOUTH EAST RENO connecting downtown with Reno's major satellite shopping centers, on November 23, 1970, and also added a Friday and Saturday evening Reno-Sparks Casino Express about this time. City wide local service was again restored with the addition of Lines 5-VILLAGE SHOPPING CNTR, 6-SOUTHWEST RENO, 7-NORTHWEST RENO and 8-STERLING VILLAGE on July 15, 1972. At the end NTC's fleet consisted of TDH 3501 #11 and ex Long Beach TDH 4517s #16-21, most of which had been gradually removed from service as maintenance problems arose (Flxettes 9 and 10 had been retired with the demise of Lines 5, 6, 7 and 8 in March). NTC's parent company, NEVADA CENTRAL MOTOR LINES, will continue to operate charter service and a daily passenger/package express round trip between Reno and Ely

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: A number of service changes were made by HOUTRAN on June 4th. Line 60-HARRY S. MacGREGOR was extended north and east from the Trinity Gardens area via Bennington Banyan and Homestead to Little Rock. Line 35-TELEPHONE/20-FAIRVIEW have been diverted off Leeland via Earnestine, Munger and Lockwood returning to Leeland. 40-PARK PLACE/ PECORE had Sunday service added while 70 minutely midday service was added on Line 21-NORTHSHORE.

METROPOLITAN TRANSIT AUTHORITY (MTA)

HOUSTON: Harris County voters approved on August 12th the regional transit plan formulated by the MTA calling for a 1% sales tax levy effective October 1st to cover the cost of purchasing HOUTRAN from the City of Houston, expansion of Park/Ride lots, contraflow lanes on freeways and establishment of Metro Transitways constructed over present freeways to eventually provide 80 miles of roadway for the operation of buses These transitways would permit conversion to an automated guideway/rail system as demand warrants. The plans would also increase the present bus fleet to 1464 by 1988 and new shop facilities would be constructed to replace the present Milby Street shop constrcuted in 1910 to serve street cars.

PRESCOTT-WHIPPLE STAGE LINE (PWS)

PRESCOTT: The possible demise of PWS (WT 2/78) has not occurred and the firm now has a new owner, J. N. Silvernale. The two Flxette buses in the fleet have appeared in a new livery of white with a red over blue stripe around the blet line and similar short stripes forward of the standee windows.

SEND US YOUR ADDRESS IF YOU MOVE - DO NOT MISS ANY ISSUES OF WESTERN TRANSIT

OLD PUEBLO TRANSIT COMPANY (OPT)

TUCSON: After 54 years of serving south and west Tucson OPT ceased operation September 9th as SUNTRAN (City of Tucson Transit System) assumed operation. On board bus #5060 for the last trip from downtown at 920PM on the 6TH-12TH-NEBRASKA line was WT Correspondent Eugene Caywood. The next day SUNTRAN took over, the first bus out was #651. There will be no immediate change in routes until SUNTRAN officials evaluate service and create a revision plan. Immediate changes included substitution of SUNTRAN's system wide fare of 35¢ for OPT's zoned system of 20 to 40¢. Free transfers became available and all SUNTRAN passes were accepted on former OPT lines. Doors were opened west of Main on Speedway to Pima Community College on SUNTRAN Line 13-PIMA COLLEGE (formerly closed door through OPT territory). OPT's 21 buses which were leased from the city have been renumbered and labeled SUNTRAN and over the next few months will be painted in SUNTRAN colors. Events leading up to the takeover go back to 1974 referendum in which voters rejected a city takeover of OPT (WT 7/74). Following that the city moved to improve service to the south and west by leasing OPT new buses and by contracting with OPT to provide "supplemental service". First nine Twin Coach TC 31s, fleet nos 4421-4429, serials 25588-25596, were leased temporarily in June 1974 and in April 1976 the buses to be permanently leased for 10 years arrived, 21 Flxible 35096-6-1s, serials 61072-61082, 61217-61226, fleet nos 5050-5070. With OPT takeover these buses have been renumbered 650-670 by SUNTRAN. City attempts to supplement service were held up by needed court approval but finally became effective in December 1975. It was a dispute over supplemental service which led up to the takeover. Each time the contract came up for renewal the City fathers threatened an audit of OPT to determine if public money was being properly spent and OPT countered the city had no right to audit, that they were only purchasing service at a stated rate. Finally an audit was demanded in June 1978 and OPT's response was to refuse to renew the service contract and beginning July 10 service was reduced to November 1975 levels. At this point the Arizona Corporation Commission declared that OPT should have notified them (ACC) of increased service in 1975 and OPT countered that since the city was paying for the service they did not think it was necessary and ACC announced they would audit OPT. At the same time the city filed court action demanding an audit of books since 1975 and the Manzo Area Council, a west side citizens council, filed suit against OPT and the city over loss of service. At this point OPT offered to turn over their operation to the city for return of $205,000 paid on its 10 year lease of buses and $7,000 for its parts inventory and the city accepted the offer on September 5th.

SUNTRAN (City of Tucson Transit System)

TUCSON: During the spring in rebidding the management contract for SUNTRAN ATE Management and Service Co. was awarded the contract replacing American Transit Corporation which had managed since city takeover in 1969. Peter Weiglin, formerly Assistant General Manager at Cincinnati, Ohio was named General Manager and heads a 3 man management team. That team literally stepped from the frying pan to the fire when they took over July 1 as during the summer as many as 66 of the 110 buses were without air conditioning. Also, they had to begin immediate negotiations for a mid contract pay increase. The union asked for 75¢ per hour and after rejecting SUNTRANS' 35¢ threatened to strike August 1. The strike was averted when SUNTRAN agreed to arbitrate the question of whether arbitration should be used to settle the wage dispute. With arbitration underway, SUNTRAN stopped paying operators insurance premiums on August 10 since increases in their cost had not been agreed upon and this action precipitated the 7th strike in Tucson's history as buses did not operate August 11 as members picketed. A settlement was reached the next day and buses were rolling on Saturday afternoon. SUNTRAN agreed to pay the disputed insurance premiums and the employees agreed to 40¢ an hour increase retr active to July 1, an additional 20¢ July 1, 1979 and an extension of the contract from that date to January 15, 1980.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Austin Transit System	518-525	AMGenl	9635B8/465-472	
SUNTRAN (Tucson)	(7764-7775	AMGenl	10235B8/147-158	
	(5713-5724	AMGenl	10240B8/1281-1292	
Seattle Transit	1320-1329	AMGenl	10240B8/1576-1585	
Santa Clara Co. Trnst	(682-733	Gillig/ Neoplan	PT477-35-96/E8682-8733	propane with front door lif built for AC, same nos
	(			
	(1000-1065	GMC	TH8201/359-424	
	(			
San Antonio Transit	(200-215	GMC	TH8201/026-041	
	(216-320	GMC	TH8201/043-146,425	
Dallas Transit System	701-750	GMC	TH8201/309-358	
HOUTRAN	1851	GMC	TH8201/426	
Airporter	336-337	GMC	P8M4905A/1948-1949	
USED				
Desert Stage Lines	(111	GMC	PD4106/1889	Associated 5176
	(			via GLOLA 5176
Eastshore Lines	321	GMC	PD4107/822	GLW 7942
DISPOSITIONS				
Gray Line Of SF	S333	GMC	PD4104/4741	to Loma Linda Academy
Regional Transit	4802	GMC	TDH4801/166	pvt party
Smiths Chtr Bus Srvc	516	GMC	TDM4801/061	to PEERLESS
AC Transit	2007	GMC	TDH5103/139	plus two more pvt party who is reselling
Santa Clara Co. Trnst	VP21,27,33, 34,39	Plymouth	Voyager Van/EC2BE5X/ 080016,080017,079465, 080696,082081	For Sale

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