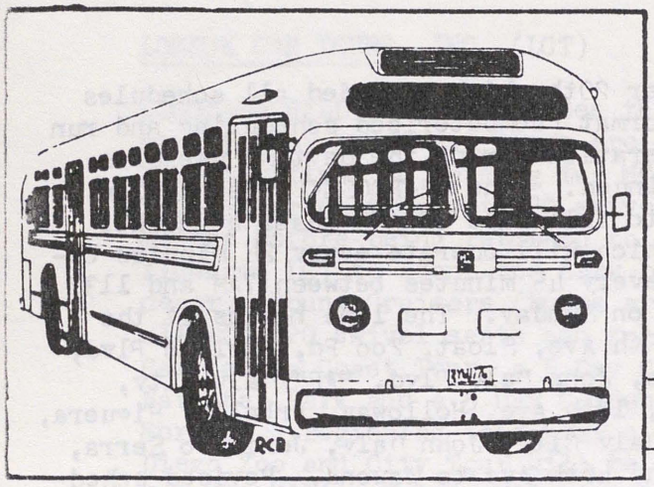


Western Transit

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The 1979 General System Shake Up was effective February 11 and brought several changes in OCTD operations. Two new lines were instituted and a number of trips added on selected lines while weekday night service was reduced systemwide and four lines had Saturday service discontinued (21-VALLEY VIEW, 56-GARDEN GROVE, 132-ORANGE AVE and 158-WARNER) so that the operating budget remained fairly constant as a result of lower property tax and other revenues coming to the district. Divisions 3 and 4 were consolidated into one operating division to be known as Division 4. New Line 66-McFADDEN AVENUE operates between Westminster Mall and Tustin's Larwin Square via Edwards, McFadden, Gothard, Center, Huntington Center roadways, Edinger, Beach, McFadden, Broadway, Gubbon, Cypress, McFadden, Newport, Main, Centennial and 1st to Newport. Service will be hourly between 6AM and 7PM weekdays and between 9AM and 5PM Saturday. Line 66 is based at Division 7 and uses three 1500 series Flxibles. Line 101-NEWHOPE-SEGERSTROM is the other line operating between Euclid & Westminster and Alton & Jamboree via Westminster, Newhope, Slater/Segerstrom/Dyer, Red Hill, Alton, Jamboree, McGaw, Murphy and Alton to Jamboree. This line is based at Division 4 with two 1600 series Flxible 45102-8-1s assigned. Service is hourly from 6AM until 7PM Monday through Saturday. Other service changes included discontinuance of weekday midday service on 21-VALLEY VIEW, discontinuance of 49L rush hour service on the Orange Freeway, rerouting Line 56 along Garden Grove Blvd and City Drive in lieu of Lewis and Metropolitan, extension of Line 60A to the Circle Drive In, Long Beach on Saturday, extension of 70-EDINGER from Huntington Harbour to Sunset Beach via Algonquin & Warner, rerouting 75-EL TORO in El Toro via Serrano and Ridge Route in lieu of El Toro and Trabuco, service to CSULB on weekends on 95-COAST HIGHWAY and change in operation of 162-McFADDEN-HAZARD such that Westminster Mall is now the terminal of this loop type service instead of Huntington Center. Fifteen new vehicles arrived at OCTD during December. Numbered 1785-1799 they are Dodge Tradesman 300 vans with Fortivan conversion which provides for an extended roof line. The units have air conditioning, two way radios, beige interiors and sedan type doors. Those equipped for the handicapped (1792-1799) also have a double door with lift and seat 4 riders plus 3 wheelchair positions. The other seven units (1785-1791) seat twelve and can be used in Dial A Ride and Community Service operations. 1792-1799 have been assigned to Division 2 and will be used on Lines 101-105 DIAL-A-LIFT while 1785-1791 are not yet assigned.

ORANGE COAST SIGHTSEEING COMPANY (OCSC)

ANAHEIM: Hearings are scheduled next month on OCSC's applications to extend bus service between the Anaheim/Buena Park area and Harbor Carrier Terminal in Long Beach and to operate a half day bus service tour to Universal City Studios excluding NBC. OCSC is an AMERICAN TRANSIT CORPORATION subsidiary and shares the AIRPORT SERVICE, INC. garage facilities on Cerritos Avenue in Anaheim and has a fleet of four PD 4106s and six S8M5303As.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A General Sign Up became effective December 20th which included all schedules for Kirkland Division lines being produced in the RUCUS format (computerized scheduling and run cutting). Line M-OCEAN VIEW was returned to streetcar operation during the daytime weekdays and Saturday and temporary motor coach operations discontinued. Line 43-ROOSEVELT schedules were revised such that night runs operate entirely on 43 to allow use of AMG buses at night. Lines 70 and 91 were combined into a new 70-LAKE MERCED which will operate every 24 minutes between 6AM and 6PM and half hourly until 1130PM weekdays, every 45 minutes between 7AM and 1130 PM Saturday and every 45 minutes between 830AM and 1130PM on Sunday. The line begins at the San Francisco Zoo (46th & Wawona) operating via Wawona, 45th Ave, Sloat, Zoo Rd, Skyline Blvd, John Muir Dr, Merced Blvd, Brotherhood Way, Junipero Serra, John Daly Blvd, BART/Daly City, John Daly, Junipero Serra, Chumasero, Font, Lake, Winston, 19th Ave, Holloway, Arballo, Higuera, Merced, Brotherhood Way, Junipero Serra, John Daly, BART/Daly City, John Daly, Junipero Serra, Brotherhood Way, Lake Merced, John Muir, Skyline, Sloat and 46th Ave to Wawona. Revised schedules were issued on Lines 5, 21, 38, 41, 42, 81, 10, 18, J, K, L, M, N generally reflecting increased running times due to increased passenger traffic. On the cable car system the Cable Machinery Department is continuing its daily preventive maintenance program of all lines with action soon to be taken toward rerailing the system. LRV Cars 1223 and 1224 arrvied November 27th and began a 30 day testing period while Car 1222 was accepted by the San Francisco Municipal Railway Improvement Corporation and is being used as a training aid for daytime classes and used for driver training at night. Regarding the M-OCEAN VIEW extension the contractor continued constructing inbound and outbound tracks and concrete base on San Jose Avenue from Farralones Street to Broad Street. A new "No Pay-No Move" policy recently went into effect in an effort to capture approximately $1 million in yearly revenue which has been lost as about five per cent of MUNI's riders have simply refused to pay their fare. Under the new policy Operators are instructed to contact Central Control who will summon an Inspector. If the Inspector cannot persuade the rider to pay or leave a policeman will be called and the fare evader arrested on a misdemeanor charge.

AIRPORTER (APTR)

SAN FRANCISCO: A Special Public Utilities Commission Conference was held January 24th to consider an application by SFO AIRPORTER, INC. to acquire from the Trustee in Bankruptcy the northern portion of the authority issued to AIRPORTRANSIT, INC. which would authorize operations between Oakland International Airport and points in downtown San Francisco, Oakland, Berkeley, Alameda and the Oakland Army Base. The application for a temporary grant of authority would help to relieve congestion caused by the shutdown of BART trans bay service as a result of a fire in the tubes which service provided the only direct public transportation between the Airport and downtown San Francisco. Authority was granted for a period of thirty days or until further order of the Commission.

CALTRANS

SACRAMENTO: CALTRANS' program to study all intercity bus firms in California has become a victim of Proposition 13. The agency had sought out and interviewed every intercity bus owner with the goal of perhaps some form of assistance or subsidy. Neither TRAILWAYS nor GREYHOUND indicated a desire to proceed with the plan and the Legislature turned down any further discussion on the subject of intercity bus services citing the lack of interest by the two major carriers.

CITY OF LAWNDALE

The city has begun operating a Dial A Ride for senior citizens using a converted 11 passenger van operating Mondau thru Friday. Service will be offered on an advance reservation basis and is limited to Lawndale's city limits.

LOUNGE CAR TOURS, INC. (LCT)

WOODLAND HILLS: LCT operates three tours within California as the land portion of an air tour and these tours are not available to California residents. The firm began operations by leasing two MC7s from ASSOCIATED CHARTER BUS COMPANY, 5651 and 5652, and equipping them with 20 swivel seats and curtains. These buses lasted about six months before being returned to their owner and regular seating reinstalled but influenced LCT to adopt the dark blue and white exterior colors and the luxury seating decor. LoungeCruisers (buses are so labeled on the side) are 01 Eagles #6001-6006 all with 20 swivel seats and full carpeting. There are three tours offered, a 3 Day California Coast Tour, a 5 Day California Coast Tour including a side trip to Yosemite National Park and a 5 Day Golden Triangle Tour including San Diego, Tijuana and Palm Springs. Beginning this year a new 3 Day San Diego Loop Tour featuring Tijuana, San Diego Zoo and City Tour will be offered. Los Angeles area departure points are the Beverly Hilton Hotel, Wilshire Hyatt House, Bonaventure Hotel and Hollywood Holiday Inn while the San Francisco departure points are Sheraton at Fishermans Wharf, Holiday Inn-Union Square and Sir Francis Drake Hotel. CALIFORNIA PARLOR CAR TOURS has protested against LCT operations as both firms have many identical stops but LCT only handles out of residents who have already purchased their tour as part of a package arrangement and as such there is no direct competition. LCT operators are assigned the same bus and they can be tipped very generously as they act as driver-host-guide and arrange the Modified American Plan meals (breakfast and dinner) for those passengers who elect this optionnal extra cost feature. LCT is a national firm with headquarters in Freeport, New York which until December was operating a luxury tour operation in Florida with same LoungeCrusiers on a "4 Day Florida Adventure" one way Miami-Walt Disney World-Tampa or reverse and a "6 Day Fabulous Forida" tour from Miami a circle tour of Southern Florida. Problems with obtaining the necessary authority has caused a temporary suspension in Florida operations. This is no interstate restriction on the Florida tours. Buses 6007-6012, 01 Eagles, with 20 swivel seats are to be ready for this summer and an expanded operation. LCT-CALIFORNIA is the regular charter operation and buses are so labeled on the sides with 46 seat 01 Eagles #6051-6070. LCT has no yards and each driver is permitted to take his bus home but for areas where home bus parking is not legal or unsafe a lot near Trailways at 15th and Central is used with CT performing servicing for the LCT fleet. Many of the LCT operators are former ASSOCIATED charter division drivers who switched employers when ASSOCIATED phased out its charter bus using parlor cars division and leased with an option to buy most of its parlor cars to GRAY LINE OF LOS ANGELES. All charter work now is operated with school bus yellow Crowns.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The "Super Sunday" $1.00 Los Angeles County Unlimited Ride Ticket made its debut on February 4th. The ticket which resembles the regular RTD transfer will be sold on buses and at RTD Stations in downtown Los Angeles and El Monte and will be accepted for fare for unlimited riding on day of purchase where the passengers origin and destination are within Los Angeles County only except for Airport Express, Race Track Premium Fare Service and Subscription Service. Super Sunday tickets will not be honored as partial payment toward inter county rides except on Lines 820, 829, 836 and 846 in Orange County. A number of buses in damaged condition will soon be offered for purchase. Included are TDH 4801s #2172, 2216, 2219, 5105, 5119, 6553; TDH 5301s #5353 and 5419; TDH 5303 #5016 and 111-CD-D5-1 #4214. Also to be offered will be the gasoline hydramatics TGH 3010s #1300 and 1307 and TGH 3102s #1301-1306.

IF YOU MOVE SEND US YOUR NEW ADDRESS TO CONTINUE RECEIVING WESTERN TRANSIT EACH MONTH

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA made a number of changes in service on December 4th. Palm Springs local lines were realigned, rescheduled and renumbered from 1, 1A, 2, 3 to 1 thru 4 - 1-NORTHEAST PALM SPRINGS-MALL-DREAM HOMES, 2-CENTRAL PALM SPRINGS-P. S. MALL-SMOKE TREE VILLAGE, 3-PALM CANYON DRIVE/INDIAN AVENUE-CANYON AREA and 4-CATHEDRAL CITY-PALM SPRINGS MALL. New Lines 5-NORTH INDIO-SOUTHEAST INDIO and 6-WEST-CENTRAL INDIO timed to connect with each other at Gemco (Indio Blvd & Monroe) replaced the former circuitous Lines 5 and 6 (WT 12/78). Line 7-COACHELLA maintained its routing but was rescheduled to provide the entire line with 30 minute headways at all hours of operation (630A-1130A and 1P-7P weekdays and 9A-1130A and 1P-6P Saturday) instead of the former hourly service to the Sierra Vista area along Tyler to Calle Mendoza. Line 8-PALM DESERT was rerouted to provide a 30 minute morning (730A-1230P) and hourly afternoon (230P-600P) headway in central Palm Desert and a two hour all day headway in the southern part of town along Haystack, Portola, Highway 111 and Highway 74. Line 9/10-DESERT HOT SPRINGS-COACHELLA had its Thermal-Mecca extension abandoned, was rerouted to operate between Palm Springs Mall and downtown via Sunrise, Ramon and Indian and was rerouted in Desert Hot Springs to have alternate trips operate via either Indian, Dillon to Bennett, return on Dillon and via Palm to Pierson or via Indian and Pierson to Palm. Line 11-LA QUINTA-PALM DESERT COUNTRY CLUB-PALM DESERT ESTATES was revised to be a three part service -- morning and afternoon peak hour service between College Of The Desert and La Quinta, a morning inbound/afternoon outbound trip between College Of The Desert, Tri Palm Estates, Palm Springs Mall and Tahquitz and Encilia and a Tuesday/Thursday only midday round trip from Tahquitz and Encilia to Tri Palm Estates. Vehicle requirements are now 1 bus each on Lines 1, 4, 5, 6, 7, 11; 2 buses on Lines 2, 3, 8 and 4 buses on Line 9/10.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: GMBL placed its TH 8203 buses into service January 15th on Bus Run 102 on Line 1-LOS ANGELES-GARDENA (L- Compton and Crenshaw 500A, 147th and Hawthorne 701A, 930A, 1150A, 210P and 423P and departing the Trailways Station at 559A, 813A, 1039A, 1259P, 316P and 528P. This is the first wheel chair bus to be operated on an advertised basis in the Los Angeles Metropolitan Area. Either bus 770 or 771 is used with the second bus as a spare. GMBL is advising wheelchair patrons to call their office to make sure the bus is operating. The buses have 43 CTA type green American brand plastic seats with dark green cushion pads with space for one wheelchair, white ceilings and sides with dark green lower sides, four extra vertical bars for side seats only, chime buzzer, wheelchair lift control locked box behind rear door inside, UMTA specified Bus Run number box, glass panel behind operator, power steering and double air assist push doors. The buses are now also being used on weekends but are not advertised as wheelchair units. On Saturday/Sunday the trips leave 147th and Hawthorne 840A, 1059A, 114P, 329P, 544P and Trailways Station 949A, 1204P, 219P, 434P and 649P.

PINETREE TRANSPORTATION COMPANY (PTC)

LONG BEACH: Based in Long Beach and operating school bus and charter service including contracts with the Santa Ana Unified School District and Orange County Board of Education for handicapped children PTC purchased CALIFORNIA CHARTER BUSES of Wilmington last November 1st. CCB buses will be renumbered with C suffixes and PTC buses will receive P suffixes. The PTC fleet includes some former GREYHOUND MC-5s in the 4400 series, some two axle Crowns and a large number of Dodge Tradesman 300 vans and Dodge Maxiwagon vans. The CCB fleet includes some PD 4104s and 4106s for charter work a number of Crowns and a few conventionals.

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CONTINENTAL TRAILWAYS SYSTEM (CTS)

LOS ANGELES: CT subsidiaries CONTINENTAL WESTERN LINES and AMERICAN BUSLINES, INC. have filed a series of applications with the PUC for additional local authority. ABL has an application pending which would allow intrastate operations along Interstate 5 between Los Angeles and San Diego. California authority already exists along the Coast Route thru Long Beach and Laguna Beach. Another application seeks intrastate authority between Los Angeles and El Centro, presumably along Interstate 8 between San Diego and El Centro where ABL already has interstate authority. CWL is seeking interstate authority between Bakersfield and Barstow over California Highway 58 which is presently served only by ORANGE BELT STAGES either on the one daily round trip they run with their own buses or the two Thru Bus operations using GREYHOUND buses driven by OBS operators. This routing would give CTS passengers destined from California points to the south and east a ride which would be about 200 miles shorter and 5 hours faster than traveling via Los Angeles. OBS is opposing the application because the BAKERSFIELD-BARSTOW line is the only profitable one for them and they feel competition would weaken the firm and might jepordize other OBS routes.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: Two years and two unions later operators and mechanics have finally hammered out a labor contract between themselves and GET. Under the one year pact, retroactive to July 1, 1978 they will receive a 7.2% pay increase ($6.12 to 6.56 an hour). Teamsters Local 911 represents the workers. Retroactive checks will average $400. The last time the employees received a raise was about two years ago when they were represented by Amalgamated Transit Union Local 1550. When the previous contract ran out an new one was negotiated but was never signed as it wound up in the courts when some union members claimed union rules were violated when the membership approved the pact. Subsequently the union rejected the pact and wnet to court asking for a ruling that no contract existed. Then, the operators voted to decertify ATU and join the Teamsters. During this time Proposition 13 was passed which reduced the amount of money public agencies received from property taxes and GET had never levied the tax although it had to right to do so. A concession the district received from the union was the ability to hire a number of part time operators to help increase rush hour bus service.

FRESNO TRANSIT (FT)

FRESNO: The Board of Directors has ordered that all charter bus trips be eliminated and the fleet of highway coaches sold except for #661, a PD 4107, which will evidently serve as "an official vehicle" for VIPs. The staff had pointed out most all trips were handled by operators on overtime (either weekends or after hours) and the require ments by UMTA to maintain separate accounting for charter services to prove that no UMTA funding goes into charter operations proved too much for FT. A new wrecker has been acquired by FT and carries the number 7800. It is a Peterbilt.

DESERT STAGE LINES (DSL)

TWNETYNINE PALMS: DSL has been granted authority by the PUC to increase its passenger fares by five per cent. Typical fares include: Palm Springs to Desert Hot Springs: $1.35 to $1.40, Palm Springs to 29 Palms: $4.65 to 4.90, 29 Palms to Los Angeles: to $11.45 and 29 Palms to San Diego to $14.25. Operating a fleet of green and white PD 4106s the firm runs between Palm Springs Greyhound Station and 29 Palms Marine Base and on weekends from the Base to both Los Angeles and San Diego.

FORWARD YOUR NEW ADDRESS IF YOU MOVE SO THAT YOU WILL CONTINUE TO RECEIVE WESTERN TRANSIT

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LTR)

LAS VEGAS: LTR began operations between Reno, Sparks, Fernley and Fallon on November 17th after NEVADA CENTRAL MOTOR LINES discontinued Reno-Fallon-Ely operations about September 20th. There is now no service between Fallon and Ely and therefore no west ern link with the city and the northern linkup by Nevada Northern discontinued years ago. LEWIS BROS. STAGES continues to operate one round trip Monday through Friday between Ely and Salt Lake City. Ely is suffering an economic setback due to closure of its mills and mines for environmental reasons.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The first of a proposed series of Park/Ride services began December 18th as Line 30-MONTWOOD EXPRESS began operation. Service operates from the Montwood Square which has 75 free parking spaces reserved via Yarborough, Interstate 10, Kansas, Myrtle, Stanton, Main, Santa Fe and Franklin to Kansas. Service operates half hourly in both directions between 5AM and 10AM and between 3PM and 7PM weekdays only charging a 75 cent fare (regular SCAT fare is 35¢) with elderly and handicapped charged 35 cents. The ten cent transfer charge was eliminated on January 3rd and transfers are now free of charge. February 11th brought a number of changes to lines in the Lower Valley which were changed last September 30th. Line 17-HIGHWAY 80 was rerouted to travel to Ysleta via Texas and Alameda instead of Paisano Drive, 18-PASODALE-LAKESIDE was extended to Ysleta with a loop added to the Capistrano Park area where much low income housing is located and an earlier morning trip added, 19-LOMA TERRACE was extended to Ysleta via North Loop and Zaragosa, 21-TIGUA will travel into El Paso on Trowbridge through San Juan and the Tejas additions, serve Bassett Center and travel Paisano to Texas and Alameda and will be rerouted off Wenda Way due to protests of residents there, 22-HACIENDA HEIGHTS will run on Paisano and Alameda to Delta, then continue as before until its turnaround making a wider loop on Lomita continuing with Loma Terrace to Ysleta, 24-TEJAS was absorbed by the others principally 21 and 25-LANCASTER was not changed. The T8H5307As and TDH5303s are slowly being repainted in SCAT colrs and renumbered on top of the RTSIIs which are 1-84.

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EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Greyhound Lines-West	8027-8038	TMC	MC8/--	43, RR
OCTD	(1785-1791	Dodge	Tradesman 300/-	12 seaters, For tivan conversion
	(1792-1799	Dodge	Tradesman 300/-	4 seats, 3 chair positions
USED				
WEST CAT	(2005,2024	GMC	TDH5103/137,507	AC Transit 2005, 2024
LCT Calif Chtr Coach	(6053	B&C	01SE/7238	CBS 11760
	(6055-6057	B&C	01SE/7206,7094,7208	Midwest Buslines 19776,19762,19778
	(6059	B&C	01SE/7119	ABL 27772