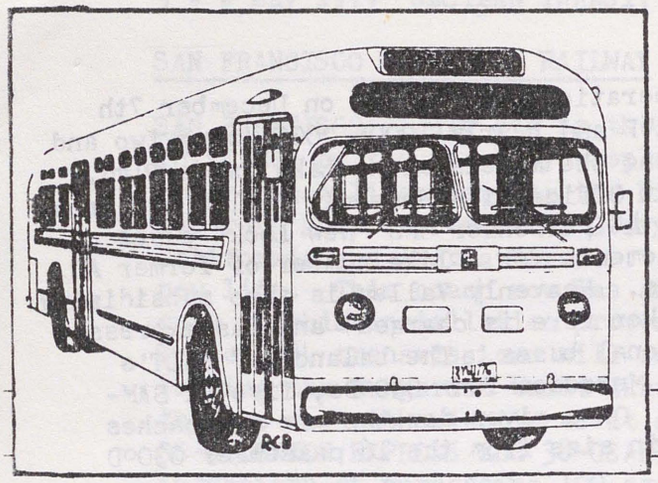


Western Transit

Monthly Publication of The Western Transit Society

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD is presently accepting delivery of sixty five Advance Design Buses from the Grumann-Flxible Corporation, the first such units on the West Coast. Numbered 2001-2065 the buses are model/serial 53102-8-1/90428-90492. They will be placed into service with the Summer Shake Up on June 17th and have the following features: 48 orange colored bucket seats, red/orange flooring, yellow ICC line, touch tone tape switch buzzer, back lighted car card racks, sealed windows, push doors with four panes of glass, HELP bumpers, kneeling feature, air conditioning, four digit Bus Run number boxes, side Line Number boxes, the standard OCTD orange and white paint scheme and dark windows. OCTD Directors also authorized solicitation of bids for an additional 75 Advance Design Buses with options for providing or not providing elevator wheelchair loading devices. Except for the possibility of lifts and the intent that these buses have cushioned seats in the front half of the bus and fibreglass seats in the rear the 75 buses would have the same specifications as the units presently being delivered. Cost of the buses is estimated at $2.8 million, new buses presently cost about $110,000 each with lifts at about $10,000 each. The district is currently involved in a legal battle with the state Attorney General who is seeking an injunction that would force OCTD to provide lifts on its buses. A statewide handicapped persons group has also filed a class action suit in federal court seeking to block OCTD's purchase of buses without lifts. Both cases are awaiting trial. OCTD presently operates a County Wide Dial-A-Lift program using 12 Transcoaches and 8 Dodge/Fortivans in which vehicles pick up handicapped residents at their homes and transport them to their destinations which program was expanded on March 19 to include Long Beach Naval Hospital, Long Beach Veterans Hospital and Cal State-Long Beach which locations are also served by OCTD fixed route buses. With the opening of the 1979 baseball season on April 1st Line 100-ANAHEIM STADIUM SERVICE was reactivated. The branch from the Laguna Hills Mall (100L) is operating again but the 100N from Newport Center was dropped in favor of a new branch from west county points known as 100R. This branch begins at the Rossmoor Shopping Center at Seal Beach Blvd and St. Cloud Drive via Seal Beach, stopping at Seal Beach Leisure World, Westminster, San Diego Freeway, Beach Blvd, Center Drive serving Huntington Center, Edinger, Beach, Garden Grove Freeway, Orange Freeway, Orangewood Avenue to Anaheim Stadium. Returning buses travel Orangewood, State College, Santa Ana Freeway to Garden Grove Freeway and reverse routing to Rossmoor. 100L operates from Division 7 (Irvine) while 100R operates from Division 4 (Garden Grove), both legs using 1100s (47 seat 53102-8-1s). District Directors have scheduled a public hearing on May 7th to consider changes in the OCTD fare structure and authorize the sale of a Summer Pass. Plans call for the present 35¢ local fare to be increaeed to 40¢; the Park/Ride, Dial-A-Ride and Dial-A-Lift 70¢ fare to become 80¢; and monthly passes and fare coupons to remain as now to encourage purchase of prepaid transportation. A summer pass which would provide three months of riding for the price of two is also under consideration. The remaining seven Dodge Fortivans have been assigned to Dial-A-Ride operations as follows: 1785, 1790, 1791 to Division 5 for Saddleback Valley DAR with the other four to Division 10 with 1786 for Orange/Villa Park DAR, 1787 for La Habra/Brea and 1788 and 1789 for Fullerton.

CITY OF SOUTH LAKE TAHOE (CSLT)

SOUTH LAKE TAHOE: The seasonal Ski Area Shuttle began operation this seaspn on December 7th offering daily service 30 minutely 730A-1130A and 215P-515P and hourly 1200N-200P using two and one coaches respectively over a "T" shaped route connecting the motels along Lake Tahoe Blvd. (U. S. 50) between Stateline and the South Lake Tahoe Post Office with Heavenly Valley ski area via Ski Run Blvd. Heavenly Valley has purchased two used 45 passenger GMC "New Look" buses which are painted white and carry the CSLT seal as replacements for a like number of former AC TRANSIT TDH 4507s used by CSLT on the route in prior years. Heavenly Valley is also subsidizing 50% of the Ski Bus operation this year (a 75¢ cash/50¢ token fare is charged) and has expressed public interest in raising $20,000 for purchase of additional buses. The balance of CSLT's fleet is an interesting assortment of CSLT's original six Mercedes Benz 0309Ds, five ex SAMTRANS Fleetwoods (two sizes) and an ex SAMTRANS TDH 3501. On a given day the mix of coaches on CSLT's MAIN LINE ROUTE M-STATELINE-D STREET may range in size from the 16 passenger 0309D to the large 45 seat TDH 4507s.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On April 2 Palo Alto area Lines 50C-UNIVERSITY-CAMELLIA and 50V-UNIVERSITY-IVY were shifted from University Ave one block north to Lytton between Alma and Webster eastbound and between Webster and High westbound in the Palo Alto CBD. Special "Elephant Seal Specials" were operated on Wednesday, Saturday and Sunday from San Mateo's Hillsdale Shopping Center to the Ano Nuevo sand dunes on California Highway 1 in southwest San Mateo County during the winter seal season. 1605 seal watchers were carried during January and the trips were solidly booked thru the seasons end in mid March. Giants Baseball Special service was expanded with the April 10 season opener by adding three new routes to last season's sole Redwood City-Candlestick service and extending the latter south across the San Mateo/Santa Clara County line to Stanford Shopping Center, its terminal during the inaugural season of Baseball Specials in 1977. In addition a special brochure has been issued which includes bus schedules, routes and fares and the Giants home game schedule. Routes are as follows: 1) Stanford Shopping Center (Palo Alto) via El Camino Real (ECR) to Hillsdale Shopping Ctr in San Mateo (picking up at all regular SAMTRANS stops on ECR), thence express via Hillsdale Blvd. and Bayshore Fwy to Candlestick Park. 2) Hillsdale Shopping Ctr via ECR to San Bruno Ave (all regular stops), then express via I-380 and Bayshore Fwy (US 101) to Candlestick. 3) Linda Mar Shopping Ctr (Pacifica) via Calif 1, Serramonte Shopping Ctr (Daly City), I-280, Westborough Blvd to Buri Buri Shopping Ctr at ECR (South SF), thence express via central South SF streets to US 101 to Candlestick. Stops only at Pacific Manor, Serramonte and Buri Buri. 4) Stonestown Shopping Ctr (SF) via Winston, Lake Merced, John Daly (Daly City), I-280, Westborough to Buri Buri, thence express via same route as Linda Mar line. Stops only at Stonestown, Serramonte and Buri Buri. The Stanford and Hillsdale Specials operate on all game days while the Linda Mar and Stonestown Specials run only on Fridays, weekends and holidays. Schedules are timed to arrive 30 minutes before game time and depart 20 minutes after game's end. A new pocket size timetable format for local service (almost identical to Santa Clara County Transit's) has been introduced with the 6A-MIDDLEFIELD printing of 2/5/79. The attractive new folder includes a headon view of AM General 9635 #406 on the cover fold and features improved graphics on both the route map and schedule. The ten Mercedes Benz 0309D "Redi Wheels" buses (#210-219) received in late 1978 have completely replaced lift equipped Minibuses #250-257 (ex PACIFICA 1-8) on the county wide Dial A Ride for the handicapped and the latter have been stored out of service at South Base in Belmont. Like the Minis the M/Bs have a two leaf "blinker" door and wheelchair lift located immediately in back of the regular passenger door. Remaining small buses in the fleet, which includes 9 standard 0309Ds, three standard Minis, two Dodge/Wayne "Transettes" and one Transcoach, see very limited regular service and have been largely relegated to use as Base-to-relief point shuttles for Operators. The articulated Ikarus 286 demonstrator was on the property in mid April.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: July 4th is the anticpated date for the initial batch of route changes initiated by the recently completed 5 Year Plan. Routes affected are primarily those motor coach lines serving the Richmond District. The service improvements include two rush hour expresses on Geary in addition to express peak hour motor coaches on California and Balboa Streets. Coach #4007, a Flxible model 111-CC-C3, has seen a new life. This coach now has an Allison 644 transmission and sources at MUNI indicate if this installation proves satisfactory the other nine sidelined Flxibles with Spicer 184 transmissions will receive similar retrofitting. During March MUNI was testing the Hungarian built Ikarus 286 articulated motor coach. Public response to the bus was enthusiastic as it saw revenue service on 15-THIRD, 17-FREEWAY EXPRESS, 30-STOCKTON EXPRESS and 38-GEARY. The bus, numbered 6000, was tested as MUNI has intentions of purchasing 100 articulated buses to improve capacity to and from downtown. MUNI's new West Portal Station of the Twin Peaks Tunnel, rebuilt at a cost of $9 million, was dedicated in a gala ceremony April 2 when Mayor Dianne Feinstein cut a ribbon of MUNI transfers to signal completion of the project. Begun 2½ years ago the reconstruction involved demolishing the original tunnel portal built in 1917 and "daylighting" the end of the tunnel to allow construction of raised platforms of sufficient length to accommodate 3 unit LRV trains, building a new substation, tennis courts and playyard to replace the Municipal playground which formerly occupied the land atop the tunnel, and erection of a spectacular steel and plexiglass archway spanning the tracks and station platforms. The ceremony was preceded by a parade of historic MUNI vehicles which followed the 6th Army Band up West Portal Avenue from St. Francis Circle to the Tunnel and included (in order) single truck rail grinder #0109, line car #0304 (now equipped with a pan as well as pole trolley for the Metro overhead), wrecker #0131 (ex B type #130), PCC #1040 in new MUNI Metro colors (last PCC built in the U.S.), restored A type #1 (1912), LRV #1231 and the Ikarus demonstrator. Passenger use of the new station is still many months away, however, since the K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW lines which use the Twin Peaks Tunnel are to receive LRVs in the 2nd (K and L) and 3rd (M) phases of the MUNI Metro Implementation Plan. First will be N*JUDAH (late 1979) which is programmed to use LRVs in the Metro Subway weekdays and PCCs on Market weekends during Phase 1. LRV demonstration service was inaugurated April 23 on the outer end of the K line from West Portal Station (using the crossover on Ulloa St.) via West Portal Ave., Junipero Serra Blvd and Ocean Ave. to BART/Balboa Park returning to Ocean by a counterclockwise loop around the new MUNI Metro Center (shops and LRV storage yard). This shuttle extends the K line from its regular City College loop terminal at Ocean and Phelan to Balboa Park and replaces motor coach line 92-BALBOA PARK SHUTTLE which had operated weekday rush hours only between St. Francis Circle and BART/Balboa Park. The K Shuttle operates weekdays only from 600AM to 630PM using four LRVs. No fare is charged and the operation serves the dual purpose of training operators and putting break in miles on the cars. Regular K line service using PCCs continues between Phelan loop and East Bay Terminal. Construction of the M line extension from Broad and Plymouth along San Jose Avenue to BART/Balboa Park is nearing completion now that track is installed over the 280 freeway overpass. Installation of overhead wires is all that is needed. The PCC rehabilitation program, which included painting the cars in the new Muni Metro colors, has ended with completion of the 30th car. Those so treated were 1038, 1040, 1101, 1106, 1107, 1112, 1118, 1119, 1122, 1126, 1129, 1132, 1134, 1136-1138, 1142, 1145, 1150-1152, 1154, 1156, 1159, 1163 and 1166-1170.

CITY OF McFARLAND

McFARLAND: A fixed route bus service will be available in this Kern County city during May. It will be funded by TDA money funded thru KERNCOG using one van costing $11,500 with a #3500 lift and a communications system. The bus is scheduled to run 4 times daily and will also provide doorstep pick up and delivery for the elderly and handicapped. The system will cost $30,000 yearly for maintenance and operation.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Urban Mass Transportation Administration (UMTA) has announced approval of a $149 million grant -to be spread over four years- to RTD which will allow for purchase of 1200 buses and upgrading of existing maintenance divisions. the buses would include 940 standard 47-51 seat units plus a mix of 30 foot transits, double deck buses and articulated units.

April 16th saw two routing changes as Line 832-MANCHESTER/FIRESTONE was rerouted on weekdays only to serve the campus of Loyola Marymount University by diverting from the regular route at 80th Street and Loyola Blvd and traveling north on Loyola to the Flag Pole Information Center and returning to 80th. Line 424-HELLMAN AVENUE-SOUTH EL MONTE was rerouted (over two different paths by direction) between Hellman and Fremont Avenues and Cal State Los Angeles Busway Station terminal. Westbound buses use Hellman, Orange Grove, San Bernardino Fwy, Eastern, University Dr, Campus Dr to Student Union Building and return to Busway Station. Eastbound buses travel via Campus, University, Long Beach Fwy, Valley, Westmount and Hellman to Fremont and existing route to El Monte.

RTD and OCTD staffs have been meeting to consider changes in levels of service and routing within Orange County such changes to be effective in September. Routing changes could affect 836-IMPERIAL HWY, 846-ARTESIA BLVD and 860-LONG BEACH-RIVERSIDE while service levels might change on all but 755-SOUTH COAST PARK/RIDE and 757-FULLERTON-LOS ANGELES PARK/RIDE.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: This Trailways subsidiary has an application pending before the California Public Utilities Commission on which hearings have been held for authority to serve intrastate points between San Diego and the Arizona line (I-8) and between Calexico & Los Angeles. Proposed operations would include Alhambra, Baldwin Park, Banning, Beaumont, Brawley, Calexico, Calipatria, Claremont, Coachella, Colton, El Cajon, El Centro, El Monte, Fontana, Holtville, Indio, La Mesa, Los Angeles, Montclair, Monterey Park, Ontario, Pomona, Redlands, Rosemead, San Diego and West Covina. Some of these points ABL now has interstate authority to serve while CONTINENTAL WESTERN LINES has both intrastate and interstate authority to serve. ABL presently holds authority to operate between Los Angeles and various points in and east of Yuma and between Indio and L.A. The authority sought is to ticket passengers between intrastate points on existing and proposed interstate routes. An application before the ICC is pending for Indio-Calexico authority.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: First buses started rolling April 9 for a day of free rides and the following day the system began its normal 8AM to 6PM Monday-Saturday schedule. Residents of Palo Verde, a community 20 miles south of Blythe and in Imperial County has petitioned PVVT for extension of service. Imperial County officials will be contacted for their opinion on possible service. In service about ten days PVVTA b gan running a fairgrounds shuttle from downtown Blythe to the Colorado River Country Fair in an unincorporated area east of Blythe. The last three days of the fair the buses ran until 900PM.

CITY OF DELANO

DELANO: KERNCOG has released TDA funds to Delano in the amount of $211,000 of which $150,000 will be used for start up costs of a DAR system. The city is seeking an operator who will honor a 3 year pact to operate four door sedans within city limits. There will be seven stops throughout the city,however. The operator will have to provide two way radios and base station and maintain and operate the vehicles at his expense. The city will lease vehicles to the operator for $1 per year.

COUNTY TRANSIT (CT)

SAN JOSE: The April 2 Sign Up brought several route and service changes. EXPRESS TWO-PALO ALTO-SAN JOSE was rerouted extensively over the segment between Sunnyvale and San Jose CEDs to improve running time and better respond to ridership experience since start up on January 2. Sunnyvale CED routing simplified to eliminate southerly jog off Evelyn in favor of running straight on Evelyn, Sunnyvale-Santa Clara industrial park complex portion of route changed at all times to run Sunnyvale Ave, California, Fair Oaks and Arques to Bowers, midday route between Santa Clara industrial and San Jose CBD changed to run via Arques, Bowers, Bayshore Fwy and Guadalupe Pkwy onto Market looping via St. James, 2nd, Santa Clara and Market, 2am/2pm trips diverted from Arques to Kifer between Lawrence and Wolfe to serve the National Semiconductor Plant. EXPRESS SIX-CAMPBELL-LOCKHEED is a new commuter express connecting Campbell with the Lockheed/Moffett Park industrial complex in North Sunnyvale. AM northbound route (3 trips) is from Winchester and Budd via Winchester, San Tomas Expwy, Campbell Ave onto Prospect Rd, Lawrence Expwy, U.S. 101, Fair Oaks onto Java, the looping Java, Lockheed Wy, 5th Ave, C St, 6th, Lockheed, Moffett Park and Borregas to Java. PM southbound route (4 trips) begins over the same Lockheed/Moffett Park loop to Borregas and Java, thence Java onto Fair Oaks, Tasman, Lawrence onto Quito, Saratoga, Campbell, San Tomas and Budd to Winchester. Stops are made only at 4 transfer points between Campbell and Lockheed and 3 coaches are required. 18-HANDI-COACH: This cross county line designed to serve the handicapped (orignally operated with FMC "Handy Buses" which have been replaced by lift equipped Gillig/Neoplans) formerly operated most service in two unconnected segments: Handi-Coach West between Stanford Hospital and San Antonio Shopping Center (Mountain View) and Handi Coach East between De Anza College in Cupertino and Eastridge Shopping Center (S. E. San Jose) with only 1 westbound and 2 eastbound trips thru routed between Stanford and Eastridge over the gap between Mt. View and Cupertino. All trips are now thru routed over the full line using 3 buses as before with a resultant headway increase from 90-110 minutely to two hourly. Routing was also simplfied by replacing a stair step segment in Cupertino from De Anza College to Rainbow and Miller with a direct route from the school via Stevens Creek and Miller to Rainbow and a similar segment in south San Jose from Keyes via Lucretia, Walnut Woods, Clemence and Algiers to McLaughlin with a straight Keyes/McLaughlin routing. In Palo Alto the route was shifted from University to Hamilton (1 block south) as part of a general plan to remove transit vehicles from congested lower University Avenue. 20-MILPITAS-MOUNTAIN VIEW: In order to improve schedule performance all PM peak trips were changed to follow the midday routing thru North Sunnyvale from Java & Crossman via Java onto Fair Oaks, Tasman and Lafayette to Cal 237 instead of Java, Crossman and Caribbean to 237. AM peak trips continue to use the latter routing. 22-MENLO PK-EASTRIDGE: The system's major trunk route became the first to offer weekday headway of 10 minutes (was 15) with bus requirements rising from 19 to 25 and 35 seat Gilligs reintroduced in mix with 47 seat RTS IIs which had predominated since their introduction last fall. In addition hourly evening service hours were extended with last trips now leaving each end at mifnight daily instead of 10PM Menlo Park/11PM Eastridge weekdays and 7PM each end weekends. Sunday headways were improved from 60 to 30 over the full line instead of 30 only between Eastridge and El Camino Real & Kiely (Santa Clara) and the same schedule is now operated Sat/Sun/Holidays. 23-SAN JOSE-STANFORD: Downtown Palo Alto routing changed from University to Hamilton and evening service hours (60 minutely) extended with last westbound bus from San Jose at 1010 instead of 910 and 725 instead of 625 weekends. Also added 2 eastbound trips from Stanford on weekends at 625P and 725P (last trips were 555P Saturday and 525P Sunday). 26-SUNNYVALE-EASTRIDGE: Northern terminus of weekday evening service (7-9PM) extended from Vallco Fashion Park in Cupertino to Fair Oaks & Tasman in north Sunnyvale (same as weekend terminus) and an additional westbound trip from Eastridge added at 1012PM with Requirements increased from 2 to 3 coaches. Also three AM westbound and four PM eastbound weekday peak trips had running times lengthened by up to 8 minutes to improve schedule performance.

COUNTY TRANSIT (CT) Continued

60-LOS GATOS-SANTA CLARA: Northern terminus extended permanently from Scott & Central Expwy in Santa Clara's northern industrial complex via Scott, San Tomas Expwy onto Montague Expwy, Mission College Blvd. and Great America Pkwy to the entrance gate of Marriott's Great America amusement park. This extension replaces the seasonal only 61-GREAT AMERICA SHUTTLE which was operated last year on a route alternating between the park, Santa Clara's central University district and San Jose Airport and will also serve the growing Great America Industrial Park and the new Mission College which opens in the fall. Hourly evening service to 930PM was also added on weekends and coach requirements increased from 4 to 5 weekdays and Saturdays and from 2 to 3 evenings and Sundays (except 2 Sunday eve). 68-SAN JOSE-GILROY: Weekday peak express service changed to eliminate all 3 inbound stops in south San Jose so that 68 now operates non stop from Morgan Hill to San Jose CBD on the 1 northbound AM trip and to eliminate 4 outbound stops between Monterey Hwy & Curtner in south San Jose and Santa Teresa & 1st in Gilroy (including stops in Morgan Hill and San Martin) on the 2 southbound PM trips. The earlier PM trip was also extended to Gavilan College and two night trips were extended to the college and each makes an additional return trip to Santa Teresa & Cottle in south San Jose. 86-MAYFIELD MALL-STANFORD: rerouted in downtown Palo Alto from University to Lytton (one block north while 88-PALO ALTO DEPOT-VETERANS HOSPITAL was rerouted from University to Hamilton (one block south). 87-EAST SAN JOSE-SANTA CLARA VIA PARK AVE now has Sunday/Holiday service 830AM-530PM (45 minutely, 2 buses) similar to Saturday. 98-SUNNYVALE/LAKEWOOD-DEANZA COLLEGE: West leg of Sunnyvale/Lakewood terminus on Tasman between Lawrence and Vienna dropped to eliminate hazardous U turn on Tasman and east leg on Tasman off Lawrence Expwy changed from Tasman looping Reamwood, Elko and Birchwood to Tasman to Lawrence to loop off Lawrence via Tasman, Reamwood, Elko and Lawrence to Tasman. In other CT news special express service for San Jose Earthquakes soccer games was inaugurated with the first home game on March 31. Route operates non stop from the parking lot at Westgate Shopping Center at Saratoga & Prospect in west San Jose to Spartan Stadium on Alma between S. 7th and 10th in south central SJ via Prospect, Lawrence Expwy, I-280 and S. 10th. 2 buses are used charging a 50¢ one way express fare. Service will be evaluated over the first 4 to 5 events to determine feasibility of continuing it through end of the season (August 11) and of eventually adding similar service throughout the county. The Transit District has approved, in principle, an agreement with the City of San Jose to provide, at full cost recovery, a Park and Ride Shuttle service between the CBD and a City parking lot to be developed under the elevated portion of I-280 at Almaden Ave south of the central area. The shuttle would be initiated on a 6 month trial basis in June with CT furnishing operators, maintenance and garaging (at Central Division) and 4 surplus Twin Coach TC-31s (plus a spare) to be repainted by the city who would also provide and maintain bus stops which would be located separately from CT stops. Attempts to interest private operators were unsuccessful. CT fleet deployment plans include removal of remaining ex Sacramento buses (about 6 of the original 18 TDH4512s and two 4517s) and the Plymouth Voyager vans from active service by June 30 but retention of 30 Twins for fixed route service and 10 more for South County Dial A Ride. The leased fleet will then consist of ex Richmond, Va TDH 4517 #4601, ex GLW TDH 5301s #4602-4611, ex Hawaiian Scenic Tours TDH 5303s/5305As #4612-4618 and ex TNJ TDH 5302s #4619-4674. The only pre New Look buses left on the roster will be ex SAN JOSE CITY LINES TDH 4512s #6511 and 6512, the latter being the last paired window 45 seater built (4512/3263). Initial delivery of the recent order for 50 35' x 96" FTS IIs is expected in November 1979.

SUNLINE TRANSIT AGENCY (STA)

The Indio City Council has approved allocation of $10,000 for purchase of a van for elderly and handicapped use in the city beginning July 1 for a 6 month trial Dial A Ride under contract with STA. The van will also serve the City of Coachella and unincorporated areas contiguous to the 2 cities. The County Transportation Commission rules there were unmet transit needs in the area which the van should meet which would then allow release of $20,000 in street/highway repair funds.

AUTOBUSES INTERNACIONALES (AI)

EL PASO: The El Paso City Council has voted unanimously to seek a court injunction forbidding operation of AI (known locally as the "red buses") within the city limits and to force payment of the city's 2 per cent gross receipts tax which AI has not paid since June 1978. Under terms of an agreement reached in 1959 AI operates two lines (originally was one) between El Paso and Juarez via the Cordova Island bridge and as a replacement for the International Carline and specifically describes pickup on one side of the border and discharge on the other in both directions. Since that time AI has received ICC authority to operate to Anthony, Clint, Fabens, Dell City and Moon City in Texas and to Columbus, Silver City and Deming in New Mexico. AI also operates from Meadow Vista on the west side (opposite SCAT Line 15 terminal on the other side of the Rio Grande and to Clint (a route dropped by SCAT and east of the 19 and 21 terminal in Ysleta.AI owner Dr. Manuel Garciagodoy has stated the ICC permits he has take precedence over city authority and that the city has no right to regulate his operations within city limits although the ICC has interpreted its regulations to mean that the city does have the right to regulate operations within its boundaries. While passengers could be transported to or from the city no local passengers could be handled within the city limits.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Karl F. Tesch, former director of the Department of Municipal Transportation in Davenport, Iowa has been named Transit Administrator for SCAT ans assumed his duties April 17th. To supplement a previously issued vehicle requirements table and to take into account recent SCAT changes the following service table is presented:

SERVICE	HEADWAY Base	HEADWAY Rush	BUSES REQUIRED Base	BUSES REQUIRED Rush	
2-FORT BLISS	30	30	2	2	
3-SUN VALLEY	30	30	5	5	
4-BEAUMONT	30	30	2	2	
5-GOVERNMENT HILL	30	30	2	2	
6-HIGHLAND,6B-SUNSET COLLEGE, 8-MESITA	30each	30each	4	4	
7-SECOND WARD,10-PAISANO	22each	22each	4	4	
11-PARK-SAN JUAN	17	17	5	5	
12-GRANDVIEW	25	25	3	3	
13-CIELO VISTA	40	30	2	3	
14-MEDICAL CENTER	25	25	2	2	
15-CORONADO HILLS	30	30	2	2	Two routings at outer end
16-EASTWOOD	90	30	1	3	
17-HIGHWAY 80	30	30	4	4	Alameda-Texas
18-PASODALE-LAKESIDE	30	30	4	4	Paisano throat
19-LOMA TERRACE	30	30	4	4	Montana throat
21-TIGUA	30	30	4	4	Alameda-Texas
22-HACIENDA HEIGHTS	30	30	4	4	Paisano throat
25-LANCASTER	30	30	4	4	Alameda-Texas
30-MONTWOOD EXPRESS	-	30	-	3	
9-COUNTRY CLUB	60	15-30-15	1	3	

Saturday all day service generally same as weekday base except for 30. Most headways on Sunday are hourly except no service on 14, 15, 16, 30 and 7 and 10 have 30 minute headways.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Regional Transp District (Denver)	701-732	MCI	MC8/-	49 N/R, used on regional services
Albuquerque Transit Sys	501-506	GMC	712-U32973 S13503, T8H5308A/266-271	717-32973 S13508 Addtl info
USED				
Airporter	II311-312	GMC	PD4107/501-502	Fresno 661-662
Trans Cal	35	GMC	PD4107/571	Franciscan 195
DISPOSITIONS				
Greyhound Lines-West	7957,7979	GMC	PD4107/837,859	to Franciscan Lines
AC Transit	(1902-1903	GMC	TDH4509/029-030	to National Coach
	(1910-1916		/037-043	for future leasing
	(1918-1919		/045-046	"
	(1922-1924		/049-051	"
County Transit	(1202,1207,1210	GMC	TDH5301/2446,2451,2454,	to Natl Coach
	(1213,1215,1309		/2457,2459,3131	for leasing
Denver RTD	Mixed*	Flxible	F2D6V401-1/Mixed*	to Tri Met (Portland)

*-Buses 307-8,316,321,326-7,330,343,346-7,351,354,357,359,362,366-368m560,562
-Serials 51608-9,51617,51622,51627-8,51631,51956,51958-9,51964,51967,51970,51972, 51975,51979-80,51986,51317,51319

The REGIONAL TRANSPORTATION DISTRICT in Denver offered for sale earlier this year 141 buses which included two Mercedes 0309Ds, seven Twin TC-25s, three TGH 3102s, 11 TDH 3501s, 2 TFH 3502s, 6 PD 4106s, 3 SDM 4501s, 2 TDH 4512s, 5 TDH 4519s, 7 TDH 5105s and 93 F2D6V401-1s. At this time only part of the disposition story is known -- the 20 Flxibles for TRI MET and 80 buses including a large number of Flxibles were sold to American Machine and Equipment Company in Fort Worth. Some of the 4519s which are ex LONG BEACH PUBLIC TRANSPORTATION COMPANY units were sold for leasing and some of the 4106s were sold to local people in Colorado.

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At this time it is known that the Sunday May 13, 1979 Meeting will be the last in the present location, the Board of Directors Room of the Pasadena Chamber of Commerce but it is presently unknown where the June 1979 and subsequent meetings will be held. Announcements will be made as soon as possible.

Film at June meeting - "How Clean Do You Want Your Air ?"
July meeting will feature two General Electric color sound films.