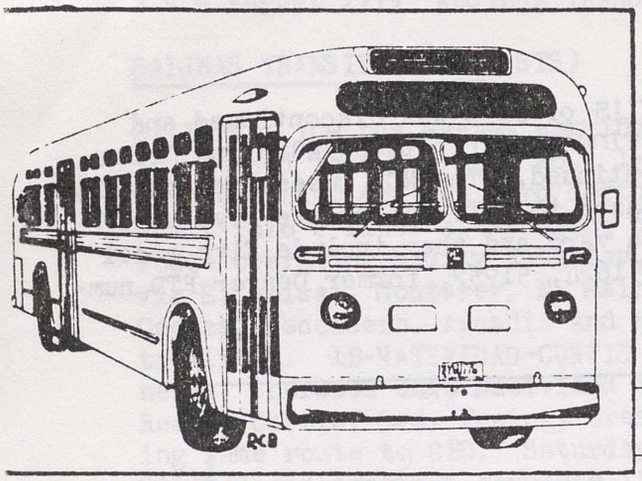


Western Transit

Monthly Publication of The Western Transit Society

Vol. 17 No. 8 AUGUST 1979

NATIONAL CITY TRANSIT (NCT)

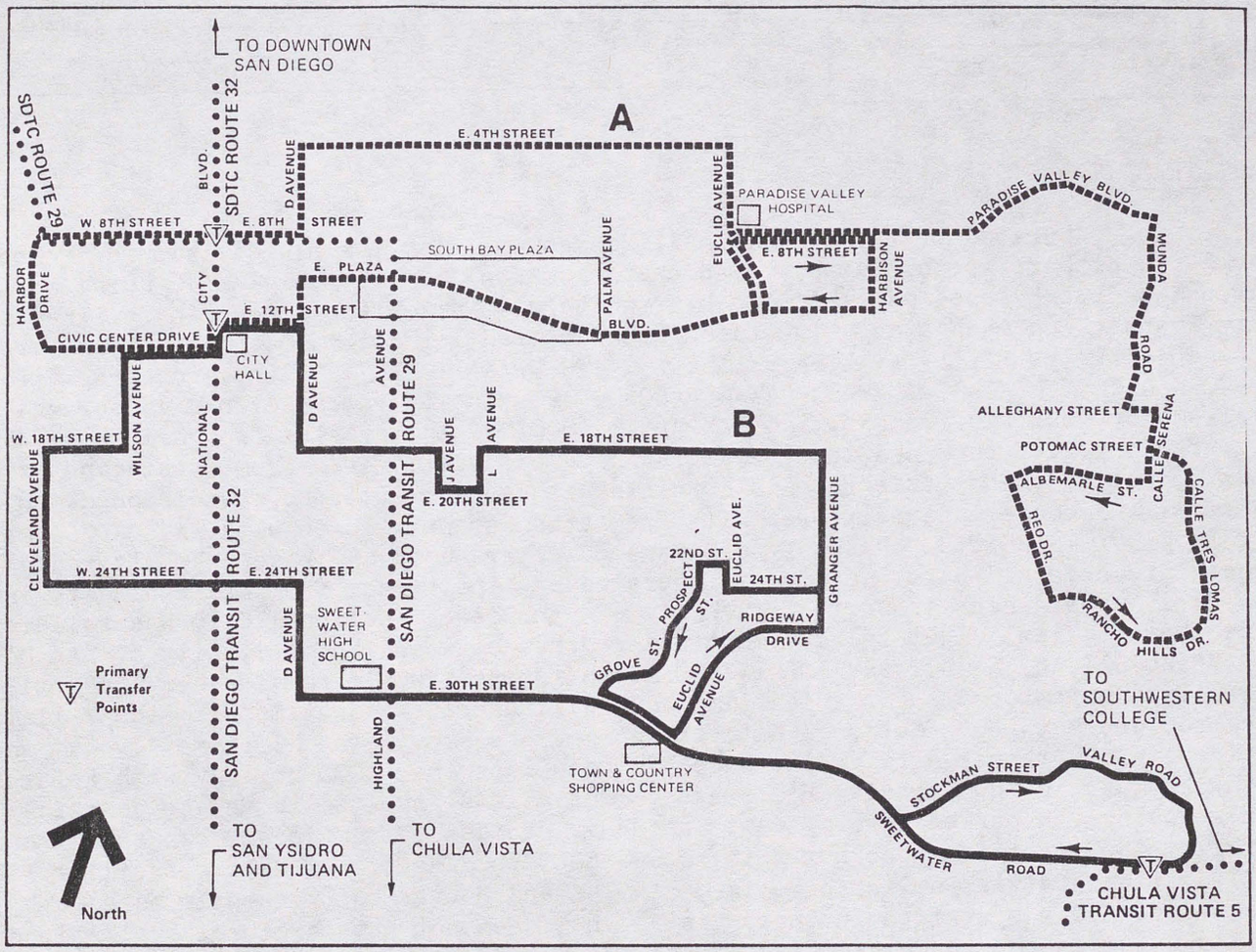
NATIONAL CITY: NCT, operated by Bayshore Transit Management, Inc., a new division of McDonald Transit Associates of Fort Worth, Texas, began operations on July 1st as planned using a fleet of ten Flxible "New Look" buses painted blue over white with a ten foot decal in stylized "NCT-National City Transit" on each side. The buses are numbered 1 through 10. Three buses are required on the A-PAYVIEW HILLS-PARADISE HILLS EAST 4TH-PLAZA BOULEVARD line and three are also needed on B-TOWN & COUNTRY-EAST 18TH-SWEETWATER ROAD. Service operates seven days per week except the six major holidays from about 600AM until 1000PM which creates two basic eight hour runs. There are no relief runs and the operators' days off are covered from a rotating Extra Board of four operators. The basic fare is 40 cents with senior citizens, handicapped and students 25 cents and those under six free with free transfer privileges with SAN DIEGO TRANSIT CORP. and CHULA VISTA TRANSIT. Johnson Type D fare boxes are used and have been altered so that the money goes into a locked box. Service is operated on Line A east from National City into the Paradise Hills area, which is part of the City of San Diego, National City was reluctant to go outside the city limits but an agreement was reached between the city, City of San Diego, SDTC and the METROPOLITAN TRANSIT DEVELOPMENT BOARD whereby NCY would run the service until the next SDTC Sign Up (September 9th) at which time SDTC will operate a shuttle from the 3-11-13 lines with closed doors through National City except for one stop. The NCT Line A would then be cut back to within National City. Ridership has been less than 1000 per day with a large percent of that number in the Paradise Hills area. Bus #5 was involved in an accident that first day as a moving van parked in a driveway suddenly decided to run loose down a hill and caught the bus at the right front corner doing some $6000 in damage. A fueling facility is being installed at the City's Public Works Yard at 21st and Hoover but presently buses are fueling at an abandoned gas station in Chula Vista. NCT does not have a diesel fuel allocation and are working under an emergency gallonage from the State's Set Aside Fund.

Bus #	Builder	Model	Serial	Seats	Year	Denver RTD #
1	Flxible	F2D6V-401-1	51313	53	1962	556
2	Flxible	F2D6V-401-1	51314	53	1962	557
3	Flxible	F2D6V-401-1	51614	53	1963	313
4	Flxible	F2D6V-401-1	51618	53	1963	317
5	Flxible	F2D6V-401-1	51623	53	1963	322
6	Flxible	F2D6V-401-1	51629	53	1963	328
7	Flxible	F2D6V-401-1	51944	53	1963	331
8	Flxible	F2D6V-401-1	51951	53	1963	338
9	Flxible	F2D6V-401-1	51968	53	1963	355
10	Flxible	F2D6V-401-1	51974	53	1964	361

2 * * August 1979 WESTERN TRANSIT

NCT Continued

With the start up of NCT, Line 12-NATIONAL CITY-PARADISE HILLS of SDTC was discontinued and that portion of SDTC Line 13-SAN DIEGO STATE UNIVERSITY-NATIONAL CITY between 43rd and Delta and the Lincoln Acres area of National City was also discontinued. The NCT buses are actually owned by the Metropolitan Transit Development Board and leased to NCT. There are five more MTDB buses presently in storage in the CALTRANS Chula Vista yard and they include five model F2D6V-401-1 Flxibles, serial numbers 51311, 51316, 51602, 51624, 51652, former Denver RTD numbers 554, 559, 301, 323 and 339.



METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The FY 79/80 budget is $56.3 million, up considerably from last year's $3 million, to pay for the bulk of the downtown to border trolley system including $18 to buy existing trackage from San Diego & Arizona Eastern Railway and $2.5 million to build new tracks along C and 12th Streets. The system, scheduled for operation beginning July 1981 will run 16 miles to the International Border starting from the downtown Santa Fe Depot. Its total cost of $86 million will be mostly paid by sales and gasoline taxes. Money has also been earmarked for purchase of 14 rail cars, electrification of present tracks, power system, signals, special elevators to accommodate the handicapped, ticketing systems and radio communications systems. $1.3 million is also allocated for used buses.

SALINAS TRANSIT SYSTEM (STS)

SALINAS: The bus system serving this Monterey County agricultural center was extensively revised last February 26. 1-NATIVIDAD, which had operated hO minutely over a basic counterclockwise loop thru North Salinas with a leg extending north to Arcadia Way, was split into 2 lines alternating 60 minutely weekdays and a third combined but simplified route operating hourly Saturday. Weekday 1A-NATIVIDAD VIA MAIN operates from downtown via E. Alisal, Monterey, N. Main, E. Laurel and Natividad to Los Coches looping Los Coches, Pescadero, Arcadia and Natividad and returning same route to N. Main & Salinas to Alisal. 1B-NATIVIDAD-CURTIS follows same downtown loop as 1A, then N. Main, E. Carneros, Sherwood onto Natividad to Chaparral, then a large loop via Chaparral, Maryal, Reata, Curtis, 3rd, Boeing, Crescent, Rochex, Parkside and Laurel to Natividad returning same route to CBD. Saturday only 1C-NATIVIDAD replaces former Saturday 11-NORTH SALINAS and combines complete 1B with Natividad Rd portion of 1A. 2-SOUTH SALINAS remained similar except its former CBD loop was changed to a "figure 8" configuration via S. Main, San Luis, Monterey, Alisal, Lincoln, Central, Salinas and John to S. Main. Saturday only 10-SOUTH SALINAS which duplicated weekday 2 was redesignated as 2. Former 3-EAST VIA ALISAL was redesignated 3A and 5-EAST VIA MARKET became 3B since these routes operate in opposite directions around the same large loop thru East Salinas. 4-WEST SALINAS is basically unchanged except CBD loop is now Lincoln, Central, Salinas, Gabilan. 6-NORTHRIDGE was renamed 5-NORTHRIDGE and simplified by dropping inbound only routing on Laurel, Natividad and Bernal in favor of two way routing on N. Main, Iris and Tyler, eliminating a small loop off Van Buren and returning inbound via Russell and N. Main instead of Van Buren. 7-NO. COUNTY TO WATSONVILLE and 8-NO. COUNTY TO SALINAS (exact reverse of 7) were redesignated 6-NORTH COUNTY, rerouted thru Northridge Shopping Center and extended in Watsonville via Main and Freedom Blvd to Crestview Shopping Center affording a direct connection with SCMTD 8 and 10 to Santa Cruz. Saturday service was improved from 120 to 60 minutely (2 buses) although weekdays remains 2 hourly. Weekday peak only 9-JOHN-ABBOTT (3am-3pm trips) was abandoned without replacement and 12-TORO PARK was renumbered 7, extended at its south end from Highway 68 and San Benancio via 68, Corral De Ierra and Avenida Principal to Paseo Terrano, had its CBD loop changed as Line 2 and headways lengthened from 60 to 120 minutely. Weekday system requirements were reduced from 7 to 6 and Saturday's increased from 5 to 6. Serivce table follows:

	WEEKDAYS				SATURDAYS			
Line	Headway	Reqd	First*	Last*	Headway	Reqd	First*	Last*
1A	60)	2	700AM	600PM	-	-	-	-
1B	60)		730AM	530PM	-	-	-	-
1C	-	-	-	-	60	1	930AM	530PM
2	60	1	700AM	500PM	60	see 1C	900AM	500PM
3A	60)	1	700AM	600PM	60	1	900AM	500PM
3B	60)		730AM	530PM	-	-	-	-
4	60	See 2	735AM	535PM	60	see 3A	935AM	535PM
5	60	See 1A/B	700AM	600PM	60	1	900AM	500PM
6	120	1	603AM	1003AM	60	2	903AM	1103AM
			103PM	515PM			103PM	515PM
7	120	1	700AM	515PM	120	1	900AM	515PM
		6				6		

* - From Salinas and Gabilan Streets

SIERRA HIGHLANDS BUS COMPANY (SHBC)

FRESNO: A new operator (since March 15) SHBC operates between Fresno, Coarsegold and Oakhurst departing Fresno 500AM, 1000AM and 500PM and leaving Oakhurst 630AM, 1201PM and 700PM. The first trip operates weekdays only with the others daily. Fares range from 85¢ (Fresno to Ave 10½ - first stop beyond FRESNO TRANSIT Pinedale line) to $3.05 to Oakhurst with reduced round trip fares, commute fares and exact change required. Buses depart from Fresno Trailways station and stopping at Fresno Greyhound.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On March 15 service hours were extended on a majority of the system's lines in response to public input and on June 10 a number of other changes were instituted. Changes effected are as follows (all service is daily and on hourly headways with times from Pacific and Soquel Ave. Transit Center unless noted): 1-UNIVERSITY weekday school term 15 minutely to 715 (was 615), the 30 minutely to 1115PM and last bus 1215AM and non school and weekends 30 instead of 60 from 715 to 1115PM, then last at 1215AM; 2A-MISSION-DE ANZA last trip at 7PM (was 6PM); 2B-MISSION-NATURAL BRIDGES added evening service hourly 730-1030PM weekdays, 630-1030PM Saturday/Sunday and weekend service begins at 630AM (was 730); 3-MISSION (30 minutely) weekend service starts 645AM (was 745) and night service curtailed with last trip 845PM instead of 1045; 4-HARVEY WEST-COUNTY HOSPITAL had the Hospital portion dropped in fa or of an extension out Highway 9 two miles north of the city limits to Paradise Park Masonic Club. Now named 4-HARVEY WEST route is from Pacific & Soquel via Soquel, Front, River, Coral, Harvey West Blvd, DuBois, Encinal, River onto Cal 9 to turnaround at Paradise Park returning same route to River & No. Pacific, then Pacific, Front and Soquel to Pacific. Operates hourly (1 bus) 645A-645P daily and thro routes with 7-BEACH as before; 5-DE LAVEAGA ends at 715PM (was 615); 6A-SEABRIGHT VIA SOQUEL ends at 8PM instead of 6PM (runs 30 minutely); 6B-SEABRIGHT VIA BROADWAY runs 645A-745P instead of 745-645 and had its eastern terminal extended from 7th Ave and E. Cliff Dr in Seabright to Capitola Mall as did 6C-SEABRIGHT VIA E. CLIFF which was also extended to Capitola Mall. Both these extensions replace former 18-PORTOLA-E. CLIFF. Buses operating outbound as 6B return as 6C and vice versa. 8-WATSONVILLE VIA SOQUEL AVE starts from Santa Cruz and Watsonville termini 645A instead of 745 Saturday and 845 Sunday and ends daily at 1045PM (was 945). 9-APTOS-LA SELVA BEACH starts from Rancho Del Mar Center (Aptos) 645 instead of 745 weekends and ends daily 845PM insted of 645, also inner terminus extended from Pancho Del Mar to Cabrillo College via a loop type routing which was altered to via State Park and Soquel Drives. The following lines also experienced extended operating hours: 10-SANTA CRUZ-WATSONVILLE VIA WATER ST, 11-CAPITOLA RED ROUTE, 12-CAPITOLA GREEN ROUTE, 14-EAST LAKE-FREEDOM, 15A-SANTA CRUZ-BOULDER CREEK VIA GLEN ARBOR, 16-SEABRIGHT-BEACH NIGHT ROUTES, 17-41ST AVE EXPRESS, 19- PINTO LAKE-CORRALITOS, 20-SCOTTS VALLEY, 21-LIVE OAK RED, 22-LIVE OAK GREEN, 23 WESTERN DRIVE A, 24-WESTERN DRIVE B, 25-CABRILLO "A", 26-CABRILLO "B", and 27-CABRILLO NIGHT. Daily service was introduced June 15 to sparsely populated suburban Santa Cruz communities on six "Rural Routes" using new lift equipped Chevrolet-Wayne Transette mini-buses #852-857 as follows: 18A-SOQUEL-OLD SAN JOSE RD from Capitola Mall via 41st, Soquel and Old San Jose Rd to Mountain View and 18B-SOQUEL-CHERRY-VALE from the Mall via 41st, Soquel, Main and Cherryvale to Tiedmann Nursery, both run 120 minutely (18A 730A-530P and 18B 830A-630P) by one coach thru routed 60 minutely with 28-DOMINICAN HOSPITAL which replaced 28-SANTA CRUZ GARDENS on a clockwise loop from the Mall via Capitola Rd, Chanticleer, Mattison, Soquel, Paul Minnue, Rodriguez, 7th, Soquel with a leg off Soquel via Thurber, Kenny, Winkle and return Thurber to Soquel and 41st to Capitola Mall. 30-DAVENPORT operates from Pacific & Soquel via Pacific, Walnut, Chestnut, Laurel, Blackburn, Neary, Felix, Laurel, Mission, Cal 1 to Davenport (10 miles west of Santa Cruz), thence Old Cement Plant Rd to Cal 1 looping Davenport Landing Rd and returning Cal 1 onto Mission and same route to Chestnut and Lincoln, then Lincoln and Pacific to Soquel. First (630AM) and last (445PM) trips from Santa Cruz are extended 7 miles further west from Davenport Landing to serve Swanton and Waddell Beach via Cal 1, Swanton Rd and Cal 1 to Waddell Creek returning via Cal 1. 1 coach 120 minutely thru routes in Santa Cruz with new 32A-COUNTY HOSPITAL-GRANITE CREEK (745A-600P) from Pacific and Soquel via Soquel, Front, River, Water, Market, Grant, Emeline to County Hpspital returning Emeline and Grant to Market onto Branciforte, Granite Creek Rd, Burlwood, El Camino, Navarra, Granite Creek, Santas Village Dr to Santas Village and return to Granite Creek and Scotts Valley Drive to Glenwood Road in Scotts Valley.

5 * * Augu
SCMTD Conti
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SCMTD Continued

Line 31-BONNY DOON operates from Pacific and Soquel via same route as 30 to Mission, thence Mission, Bay High Empire Grade, Pine Flat and Bonny Doon Rd to Bonny Doon (12 miles northwest of Santa Cruz). Returns Pine Flat to Empire Grade and same route to Santa Cruz. Operates 120 minutely 730AM-530PM daily with 1 coach thru routed with new 32B-COUNTY HOSPITAL-GLEN CANYON (645AM-645PM) from Pacific and Soquel via Front, River, Water, Market, Grnat, Emeline to County Hospital and return to Market onto Branciforte, Glen Canyon Rd, Mt. Hermon Rd and Kings Dr. to Kings Center in Scotts Valley. Returns Kings, Mt. Hermon, El Rancho onto N. Plymouth onto Lee, Emeline to County Hospital and return Emeline and Grnat to Market, Water, Front and Soquel to Pacific. 32A and 32B replace County Hospital service of former Line 4 and provide a combined hourly headway there. As a result of service by 30 and 31 on the jog off Laurel via Blackburn, Neary and Felix Lines 23 and 24 eliminated this service in favor of operating directly along Laurel. The SANTA CRUZ BEACH-PACIFIC GARDEN MALL FREE SHUTTLE began its fourth season May 26 operating 20 minutely 10AM-8PM using a TDH 3301 and the HIGHWAY 1-CAPITOLA BEACH FREE SHUTTLE began its second season the same day operating 10 minutely 930AM-600PM using a Wayne Transette. Fleetwoods #809-810 with the "Rainbow Route" belt stripe are standby units for this service. SCMTD's system timetable/route map which is published quarterly in newspaper format has been given the name "Headways" and beginning with the Spring 1979 issue includes news and facts about the system, profiles of operators and helpful hints to riders. Construction has begun on SCMTD's new Transit Operations facility at 1200 River Street on the site of the unpaved yard where the buses have been parked for three years. In addition to space and facilities for fueling, washing and parking of the buses the new facility will also house the operations staff which has been housed in a former residence on Golf Club Drive, a block away. Major maintenance will continue to be performed in the city's main vehicle overhaul and repair shop on the opposite side of River. Additional equipment permitting lifts on the AM Generals to be operated safely was to be delivered by August 1. The buses will be used on 1-UNIVERSITY, 17-41ST AVE EXPRESS, 21-LIVE OAK RED and 22-LIVE OAK GREEN which operate on an interlined schedule. 29 additional lift equipped Flxible 870s are due later in the year as are ten 1974 Twin Coach TC 31s purchased from SANTA CLARA COUNTY TRANSIT.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Passenger fares were increased on July 1st as Basic Fare on local lines was increased from 40 to 50¢ and on Express lines from 55 to 75¢. Senior/Disabled fares were increased to 25 local and 35 express while students were increased to 40/60 and after September 1 student rates will only be in effect school days only except the months of July and August. Monthly pass rates were also increased. Service wise Lines 50-UNIVERSITY CITY EXPRESS AND 110-LOMITA VILLAGE EXPRESS were reactivated weekdays 6AM-6PM as was 21-MIRA MESA-UCSD-TORREY PINES on weekdays 550AM-820PM. Line 13-SDSU-NATIONAL CITY was cut back at 43rd and Delta while 12-BAYVIEW HILLS-PARADISE HILLS was discontinued due to the start up of NATIONAL CITY TRANSIT. A new line, TIERRASANTA EXPRESS, operating one round trip each weekday during commute hours was also begun. The cost for the service is $1.50 per day payable monthly in advance by purchase of a San Diego Transit Express Saverpass.

SANTA BARBARA METROPOLITAN TRANSIT DISTRCIT (SBMTD)

SANTA BARBARA: SBMTD also increased its fares July 1st increasing the basic fare of 25¢ato 35¢ but introducing both a monthly pass and yearly pass program offering these riders a slightly reduced rate. Line 13-UCSB-101 FREEWAY-CALLE REAL-SANTA BARBARA (Bicycle Bus Service) was extended south of downtown Santa Barbara to Summerland via Chapala, 101 Freeway, Coast Village Road and 101 to Padaro Lane, the 15¢ charge for bikes was eliminated and service hours were expanded from 7AM-6PM Monday-Friday to 7AM-9PM daily. The bicycle expansion program is being financed by a $180,000 federal grant.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning July 1 Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO was altered to eliminate all shuttle trips between Riverside and Pomona, to eliminate the routing along the Pomona Freeway between Country Village and downtown Riverside and to reroute via the Riverside Freeway between Riverside and San Bernardino bypassing Colton. Local riders in Riverside County as well as through passengers are nowpaying an additional 10¢ as RTD fares were brought up to alignment with RIVERSIDE TRANSIT AGENCY rates. The Los Angeles City Council has authorized approximately $1 million to continue service for another year on Lines 202-CHINATOWN-OCCIDENTAL CENTER MINI-BUS and 205-WESTWOOD MINI-BUS SHUTTLE. At press time various reports in area media indicate the possibility of a strike against RTD by the three unions representing bus operators maintenance personnel and clerical personnel due to a Governor appointed Fact Finding Commission recommending average 2-3% increases in wages although this is well below other recent public employee wage increases. Until this report the major stumbling block had been use of part time bus operators. A work stoppage could come as early as 1201 AM August 26th.

OMNITRANS (OT)

SAN BERNARDINO: A number of changes were instituted July 1 including advertising the use of one lift equipped bus each on Lines 14-MONTCLAIR-YUCAIPA and 30-REDLANDS COMmuter. On Line 4-MUSCOTT weekday 15 minute headways between 645A-845A and 200P-630P were reduced to 20 minutely. Line 10-DEL ROSA was rerouted to operate along D Street instead of Mountain View between 5th and Baseline while 12-STERLING was changed to run along Del Rosa and East 5th between Norton AFB and 5th & Sterling. 14-MONTCLAIR-YUCAIPA running time was increased by 25 minutes - now requires 6 buses all day on hourly headway with no more 30 minute peak service between Fontana and Redlands. 30-REDLANDS COMMUTER operates two 2 way interconnected loops to either North Redlands and Mentone or south and west Redlands passing thru downtown Redlands. The northside routing operates either outbound via Brockton Ave returning via Colton Ave or out via Colton returning Brockton while the south side routing operates either outbound via Brookside returning via Citrus or out via Citrus returning via Brookside. All day service is provided on the Colton to Brockton and Citrus to Brookside loops while the other two loops are operated only between 630A-930A and 330P-630P saving two buses in the base. 57-NORTHEAST ONTARIO was altered to include a few more jogs while 58-SOUTHWEST ONTARIO the Vine leg remained the same while the San Antonio leg was altered to run via D, San Antonio, Mission, Mountain, Philadelphia, Central, Francis, Vernon, Philadelphia and reverse to downtown Ontario. Dial-A-Ride service has been expanded to include Chino operating 9AM-6PM Monday-Saturday. Using the federal grant process OT expects to phase out and replace the 25 Mercedes Benz 0309D buses within two years. It is claimed the buses were not built for the heavy duty, frequent stop and start use they have been put to. 5 of the buses were purchased by the City of San Bernardino and the other 20 by the County of San Bernardino using an option given the city in 1974/1975.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Bus Pool service was inaugurated July 30 as Line 208-HUNTINGTON BEACH-COSTA MESA-NORTHEAST ANAHEIM INDUSTRIAL AREA EXPRESS commenced operations (one AM northbound one PM southbound trip). Using the Park/Ride fare structure (presently 70¢ per ride) 40 passengers must prepay for a minimum of three months to get the service started with monthly renewals thereafter. Beginning at Hamilton and Magnolia the bus travels Hamilton/Victoria, Newport Blvd, Fair, Harbor, MacArthur, Newport Freeway, Riverside Freeway, Tustin, La Palma, Kraemer, Miraloma, Miller and La Palma to Tustin. To insure room for the largest number of commuters 51 passenger Coach #1917 (Flxible 53102-8-1) has been assigned to this line. Additional Bus Pool services are anticipated.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: SCAT's former control agency, the Airport and Mass Transit Board, has been divided into two Boards, each one responsible for a particular function and the newly created El Paso Public Transit Board has had its seven members appointed who include WT Correspondent Henry J. Leinbach and former LOWER VALLEY BUS LINES owner Alfredo Villalobos. In addition to being the advisory Board to SCAT the PTB will supervise franchising other "for hire" transportation. A long term plan envisions establishment of an autonomous transit authority with taxing powers which would provide SCAT with a steady source of funds instead of present reliance on different city political administrations. Application will be made to UMTA for assistance in purchasing thirty 31-35 passenger buses plus 15 new lift equipped vans to replace the present 7 Handi SCAT conventional buses which seat ten and are equipped with hydraulic lifts and wheelchair tie downs. This service is operated by the Red Cross and with financial and managing assistance provided by the city. The 35 passenger units would be used on lines, particularly in the Lower Valley where road conditions make negotiating large buses difficult or where passenger loadings are small. Civil service status or unionization or lack of same is causing personn l problems among SCAT workers. Although the city has maintained the employees work for the management firm of El Paso Transit Services, Inc. and not the city the National Labor Relations Board ruled in 1977 SCAT workers were quasi-public employees since federal funding was used to set up the bus system. The contradictory stances of the city and NLRB have left the employees unable to unionize and denied them the civil service umbrella which it seems a majority of them desire although this status would mean any SCAT workers who are Mexican citizens will need to be frozen out and it is unknown how this problem could be solved. City officials have tabled plans to seek $4.65 million in federal and state funds to restore streetcar service in El Paso using the former EL PASO CITY LINES PCC streetcars. City officials had planned to renovate up to 15 streetcars and run them on railroad tracks as an express commuter service between Ysleta and downtown El Paso.

NOGALES-BISBEE STAGE COMPANY (NBSC)

TUCSON: NBSC, which does not operate between Nogales nor Bisbee, but instead operates between Tucson and Sierra Vista changed the operating home terminal effective June 15. Formerly the bus departed from Tucson and made two round trips per day to Sierra Vista but now the bus starts from Sierra Vista and makes the two round trips to Tucson.

SUN VALLEY BUS LINES (SVBL)

PHOENIX: SVBL operating between Phoenix and Las Vegas via Lake Havasu City as an independent carrier was purchased by GREYHOUND LINES, INC. several years ago and although this is a separate company its service is now shown in Russell's Guide and other timetable listings as a subsection of Table 555 (Phoenix-Klamath Falls).

GREYHOUND LINES, INC.

PHOENIX: GL and several other intercity bus companies have sued to block an Interstate Commerce Commission ruling granting immediate temporary interstate authority to all bus companies allowing them to operate virtually without restriction on all U. S. routes until September 25. The ICC, in issuing its order, said companies would not be allowed to drop services to make buses available for new routes and GL officials said the ruling which stemmed from a proposal made by Trailways was a plot to divert passengers from Greyhound by exploiting the gasoline shortage and by misrepresenting the bus industry's capacity to handle more passengers.

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EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Montebello Municipal Bus Lines	9370-9377	GMC	T8H603/377-384	44 seats, 2 wheel chair positions
Airline Oper. Services	1-3	Argosy	CB/-	
USED				
Tri Met (Portland)	(900-919	Flxible	F2D6V-401-1/mixed*	Denver RTD (see 6/79 WT)
	(200-204	GMC	TDH5301/3131,2459,2451, 2446,2454	CT 1309,1215, 1207,1202,1210
Western Charter	(832-834	GMC	PD4107/845,-,-	GLW 7962,-,-
	(884-885	MCI	MC7/-,-	GLW 7065,7067
Napa Charter	(205	GMC	P8M4905A/011	
	(231	GMC	PD4905/231	
Trans Cal	56	MCI	MC7/-	TNM&O 1810

*-51608,51986,51960,51970,51972,51979,51627,51967,51956,51622,51628,51319,51964,51975, 51609,51617,51980,51631,-,-

DISPOSITIONS

Gardena Muni Bus Lines	759	GMC	PD4106/743	to pvt party

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WTS MEETINGS - August 12, September 9, October 14 -- 730 P. M.
272 Alpine Street, Pasadena - in the back
RTD Lines 423 and 770 provide transportation