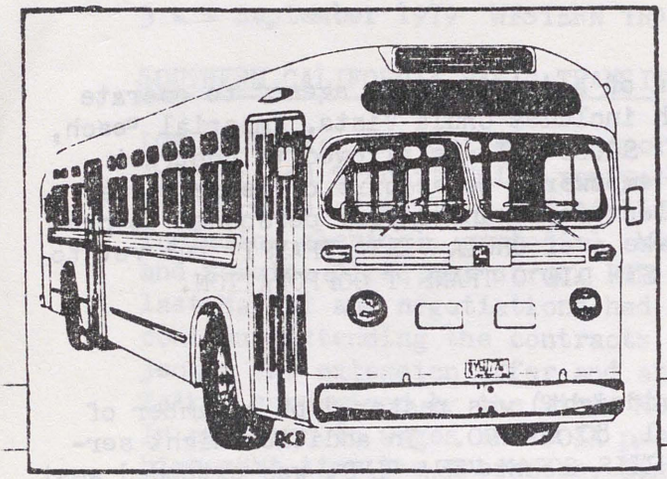


Western Transit

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COUNTY TRANSIT SYSTEM (CTS)

EL CAJON: The newest transit operation in the San Diego area CTS commenced operating September 9th providing local service in the El Cajon, La Mesa, Lakeside, Lemon Grove, Poway and Santee area replacing NORTH COUNTY TRANSIT DISTRICT which pulled out of the area one year after the start up of its operations which had replaced SAN DIEGO TRANSIT CORPORATION buses. NCTD plans to now concentrate its efforts on improvong service in their own northern area. CTS is the operating name for service being provided by AZTEC BUS LINES under contracts with the cities of El Cajon and La Mesa and County of San Diego. An assortment of old look and new look GM buses including 4509s, 4517s, 4801s, 5103s, 5105s and 5301s will be operated over six lines, four in El Cajon and La Mesa (NCTD 46, 47, 48 and 54) and two in the Poway area (NCTD 44 and 45). With the Chula Vista service ABL also operates a total of 24 transit buses will be in use along with ABL's own 21 charter buses and a large number of school buses. ABL obtained the one year $926,000 contract after competing with SDTC, Airways of Los Angeles and San Luis Transportation Company of San Luis Obispo. Fares will remain at 40 cents and transfer arrangements between CTS and SDTC have yet to be finalized.

AIRPORT SERVICE, INC. (ASI)

LOS ANGELES: Following the signing of an agreement between ASI and the Southern California Rapid Transit District which allowed ASI to begin serving Los Angeles International Airport from downtown Los Angeles, Hollywood, Beverly Hills, San Fernando Valley and other points over routes once served by AIRPORTRANSIT the firm commenced operations August 26th, the first day of the work stoppage against RTD and one week earlier than planned although the service from Westwood, San Fernando Valley and San Gabriel Valley area points was not begun until September 2nd. Six lines are operated - DOWNTOWN LOS ANGELES serving Bonaventure Hotel, Hilton, Hyatt Regency and Biltmore twice an hour and RTD/Greyhound Station once an hour, HOLLYWOOD-UNIVERSAL CITY serving Hollywood Roosevelt, Holiday Inn and Sheraton Universal every 45 minutes, WESTWOOD-SAN FERNANDO VALLEY serving Westwood Holiday Inn and The Valley Hilton with five daily trips, BEVERLY HILLS-CENTURY CITY serving Century Plaza and Beverly Hilton approximately hourly, WILSHIRE DISTRICT serving only the Ambassador about every two hours and ONTARIO AIRPORT-SAN GABRIEL VALLEY serving Ontario Airport, Montclair, Pomona, West Covina and El Monte with two daily trips. Adult fares for all but the Ontario line are $2.50 with children $1.25 while fares on the Ontario line rise up to $4.50. RTD had been charging $3.50 for all service but Ontario with a zoned system there. Redlands, Norton AFB, San Bernardino, Riverside and Fontana no longer have service in addition to a number of Los Angeles hotels including several in the area of the Convention Center the New Otani and several in the Wilshire area. A mix of MC7s, MC8s and MC9s have been observed in service. RTD began providing its Airport Express service in December 1976 when AIRPORTRANSIT ceased operations due to the financial plight of its parent YELLOW CAB COMPANY and no other carrier was willing to institute service.

SOUTH COAST ORGANIZATION OPERATING TRANSIT (SCOOT)

SAN DIEGO: Talks are now underway aimed toward formation of a joint powers agency to operate transit services in the South Bay area of San Diego which includes Chula Vista, Imperial Beach, National City, Montgomery, San Ysidro and the Otay Mesa. SCOOT will be allowed to contract with independent carriers to provide service and is also empowered to acquire or lease buses, establish routes and their frequencies, regulate and collect fares and employ personnel to provide transit service. It is intended that SCOOT would take over CHULA VISTA TRANSIT but yet to be discussed is the futures of NATIONAL CITY TRANSIT and SAN DIEGO TRANSIT COPPOPATION.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Weekday evening service (some to as late as midnight) was restored on a number of SDTC lines including 2, 3, 5, 6, 7, 11, 16, 25, 34, 35, 41, 80 and 90. In addition night service to the Airport on 2-30TH STREET-AIRPORT, 3-MISSION HILLS-OCEAN VIEW BLVD. was extended west via Washington to Palm and Pacific Highway, 20-RANCHO BERNARDO EXPRESS was extended to Hawthorne and Pacific Highway, 21-MIRA MESA was extended to serve the Sorrento Valley area weekdays and 45 passenger buses replaced the Mercedes Benz 0309Ds on Line 33-IMPERIAL BEACH LOCAL. A new Line 12-PARADISE VALLEY-BAYVIEW HILLS was established serving the areas of its name plus Paradise Valley Hospital with connections to/from Lines 3, 11, 13, 110 and NATIONAL CITY TRANSIT. Service operates hourly daily except holidays.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The Interstate Commerce Commission has given its approval to MTDB to purchase the San Diego and Arizona Eastern Railway from the Southern Pacific Transportation Company which will pave the way for the necessary construction and reconstruction work on trackage and facilities prior to inauguration of LRV service between San Diego and San Ysidro and which will allow Kyle Railways, Inc. of Fresno to operate freight service on the line to the Imperial Valley. The Board is now requesting a study of the feasibility of converting the SD&AE La Mesa-El Cajon line to light rail operation. MTDB staff is now working on determining which of four alternatives will be selected in finding an operator for the border line - set up its own staff, have SDTC operate it, have Kyle Railways operate it or form a new company privately owned to operate it.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: To meet ever increasing passenger traffic STA has purchased twelve used buses from WASHINGTON (D.C.) METROPOLITAN AREA TRANSIT AGENCY which units are now arriving and will be refurbished, repainted and have dark tinted windows installed prior to placing the buses into service. All the buses are air conditioned and include four TDH 4517s and eight TDH 5302s. Each used bus cost $1,500 and with refurbishing will run about $5,000 compared to about $100,000 for a new bus plus an eighteen month delivery cycle.

FRESNO TRANSIT (FT)

FRESNO: July 7th saw a number of service changes on five FT lines. Line 26-PALM AVE-FIG-NORTH lost its 15 minute headways except 700A-830A and 300P-600P on the Fig-North leg and midday service on Line 51-BARSTOW AVENUE CROSSTOWN was dropped (both changes reinstated September 9). Midday service on 24-NORTH FRUIT north of Shaw Avenue was dropped and 31-TULARE STREET headway was changed from 20 to 30 minutely. Special weekend service to Lake Millerton ($2 round trip fare) was instituted departing Mosqueda Center 920A, Senior Citizens Center 930, Hinton Center 950, Shelter A at Courthouse Park 1005, Montgomery Wards 1030 and the parking lot at Friant Dam at 1050. The return trip will depart the lake at 525PM.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The United Transportation Union representing almost 5000 bus operators, Amalgamated Transit Union representing 1200 mechanics and maintenance employees and the Brotherhood of Railway and Airline Clerks representing 485 employees in several areas including clerical, custodial, key punch operators, telephone information operators and Service Directors struck RTD at 1201AM August 26th. Labor contracts had expired last May 31 and negotiations had been going on since that time and RTD was willing to continue extending the contracts on a day to day basis while talks continued. BRAC rejected the extension offer and at that time all three unions took the strike action. Talks, supervised by the State Mediation and Conciliation Service, resumed August 28. In addition to wages and COLA provisions UTU had strong feelings on RTD's proposal to hire part time bus operators, BRAC initially refused to consider RTD's proposal to restructure downward wage rates for such positions as clerks, key punch operators, janitors and typists. RTD was quoting the Governor's Fact Finding Commission report indicating RTD pay rates exceeded the range of comparable governmental units while BRAC was comparing the rates with other transit agencies in the state. Discussions continued between RTD and all 3 unions and during that time RTD advised it had offered all unions an increase of $2 per hour over three years. On September 5 tentative agreement between RTD and UTU was reached with bus operators voting two days later 2114 to 1150 to ratify the new three year pact which includes pay increases of 23¢/hour retroactive to May 31, 20¢ retro to September 1, 10¢ 6/1/80, 15¢ 12/1/80, 10¢ 6/1/81 and 15¢ 12/1/81 along with periodic COLAs which union officials estimate will mean $10.84/hour at the expiration of the contract. The pact also include provisions to allow RTD to discipline operators with excessive absenteeism and allows part time operators to be hired limited to ten per cent of the work force on a divisional basis with limitations as to the types of assignments they may operate. On Saturday night September 8 RTD and BRAC reached tentative agreement on a new contract which included a wage/COLA package similar in concept to the operator pact but includes agreement to have restructured wage rates with existing employees to receive the previous salary rate while new hires will receive lower rates. The district contended that with the financial savings from the restructuring system they could compromise with the clerks on the wages they demanded. A similar compromise marked the UTU agreement as the savings from PTOs enabled larger wage increases for full time employees. As of press time RTD and ATU had still not reached an agreement, the principal stumbling blocks being subcontracting of maintenance work and part time employees. On Saturday September 15 after political leaders (Governor Brown, Mayor Tom Bradley and Supervisor Kenneth Hahn) intervened talks between RTD, ATU, the politicians and William Robertson, executive secretary of the AFL-CIO Los Angeles County Federation of Labor were held at which both sides finally decided to have the ATU members vote to call a moratorium to the strike (RTD Directors already verbally agreeing), resume bus service on September 19 and continue to negotiate and with the provision that ATU be given the right to either re-strike or send to arbitration the one remaining issue of subcontracting.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Directors have awarded Flyer Industries, Ltd. a contract to furnish 155 40 foot buses and 20 35 foot units, all of the buses to be air conditioned, equipped with electronic destination signs, equipped with a wheelchair lift plus tie down positions to accommodate two wheel chairs. The large buses will seat 47 on fabric covered seats. Line 21-NORTH FREMONT-UNION CITY has been extended northward from BART/Union City to downtown Hayward and BART/Hayward via Decoto Road providing local connections between AC Service Districts 1 and 2. AC is presently offering for sale solid brass belt buckles bearing the AC logo. They cost $9 including tax and can be ordered from AC's Marketing Department, 508 16th Street, Oakland, California, 94612.

COUNTY TRANSIT (CT)

SAN JOSE: The July 2 Operator Sign Up saw reorganization of the South County weekday shuttles in response to ridership patterns and to increase productivity with 15W-MORGAN HILL-SAN MARTIN (2AM, 4½PM trips) abandoned and replaced in part by extending 1AM and 1PM trip on 15M-MORGAN HILL-JACKSON OAKS over a portion of former 15W from Hale & Main (Morgan Hill CBD) via Main, Peak, Dunne, Barnell, Spring, Dewitt, Edmondson, Sunnyside, Encino, Alameda and Watsonville to Monterey Hwy. 15G-GILROY-SAN MARTIN (3AM 3½PM trips) was completely changed to eliminate inter community routing to San Martin and became 15G-GILROY LOCAL serving Gilroy High and Gateway Handicapped Center on a route starting with a loop in south central Gilroy from Hanna via 9th, Princevale and 10th, then Hanna, 6th, Forest onto Murray, Leavesley onto Welburn looping Wren, 1st & Miller to Welburn (1 bus-30 minutely-6AM to 6PM). In addition South County Dial-A-Ride boundaries were extended into two areas east and southeast of Gilroy and on a limited basis (2 to 4 trips per day scheduled 24 hours in advance) along Llagas & Oak Glen Roads west of Morgan Hill. Other changes included 21-SAN JOSE-ALUM ROCK had 5 AM and 6 PM weekday peak trips extended west from 1st & Santa Clara to the S. P. Depot maintaining 15 minute headways and requiring an additional PM bus. 22-MENLO PARK-EASTRIDGE, the system's main trunk, had Saturday headways between 9AM and 6PM reduced to 15 minutely (buses increased from 9 to 18. 68-SAN JOSE-GILROY had two late evening trips added between Santa Teresa Hospital and Gilroy and the express service (1 AM NB and 1 PM SB) redesignated as Express 12. 97-EL CAMINO-VILLA LOOP in Mountain View, a weekday off peak loop route, had operating hours shortened by dropping the 313P and 343P trips from El Camino & Sylvan. Second section trips were added to two express services, EXPRESS 1-WESTGATE-STANFORD INDUCSTRIAL PARK and EXPRESS 2-SAN JOSE-STANFOPD INDUSTRIAL PARK. The new Agnews Division was opened with 50 buses assigned to serve the following lines: EXPRESS 4-MILPITAS-STANFORD INDUSTRIAL PARK, 20-MILPITAS-MOUNTAIN VIEW, part of 26-SUNNYVALE-EASTRIDGE, part of 56-LOCKHEED-PRUNEYARD, 58-ALVISO-WEST VALLEY COLLEGE, part of 66-BART-SANTA TERESA, 70-MILPITAS-SEVEN TREES, 71-MILPITAS-EVERGREEN, 98-SUNNYVALE-DE ANZA COLLEGE and one Commuter Bus Pool. E4, 20, 58, 98 and the Bus Pool were transferred from North Division, 66, 70 and 71 from Central and 26 and 56 from both North and Central which still retain certain runs on each. Maximum peak bus requirements are 94 from Central, 74 from North, 16 from South and 33 from Agnews, a total of 217. Located at Zanker Rd and Cal 237 north of San Jose and west of Milpitas the new division is immediately adjacent to CT's recently opened Agnews Overhaul and Repair Base where all major maintenance for the system is performed. The Operations Building was due to be completed in August. The CT Board has voted to buy and refurbish the 56 former TRANSPORT OF NEW JERSEY GMC TDH 5302s of the P-300 and 400 (1960) and R-300 (1961) series which CT has been leasing at $600 per month per unit since late 1978 from Nimco. Due to contractor delays in cpmpletion of Agnews O & R only 5 of the buses had been placed in service dueing the first half of 1979. Nimco will be paid to perform the necessary repairs to the buses under CT supervision to get the remaining units in service by December except for TDH 5302/195 (exTNJ P-351) which sustained severe body damage while being driven to San Jose and will be cannibalized for parts. WT Senior Staff Correspondent Jack Perry was reelected Chairman of the County Transportation Commission (a 25 member advisory body to the CT Board of Directors) for a second full year term on July 11.

OMNITRANS (OT)

SAN BERNARDINO: OT Directors have approved seeking a $1.1 federal grant to help purchase eight advance design buses equipped with wheelchair lifts, ten handicapped vans and twelve Dial-A-Ride sedans. Line 36-YUCAIPA SOUTH is the third OT line to be assigned a lift equipped bus. OT officials are again discussing a take over of RTD service between San Bernardino and Riverside as well as in the West Valley which would probably mean the discontinuance of Line 496 and the shortening of 484 to Indian Hill Village although many more discussions will be required.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA instituted three new lines last June 29 as part of a state program to develop rural transit systems and connect smaller areas to major urbanized areas in a program that was to last for 18 months. One line connects Elsinore, Corona and Tyler Mall in Riverside, a second runs from Sun City to Tyler Mall and the third between Perris, Sun City, Hemet and San Jacinto. The buses operate three round trips Monday-Saturday except for the Lake Elsinore line which runs three days per week. The program has been very successful and RTA has petitioned the state for more money to allow expansion as soon as possible. HEMET BUS LINE, operated by POESCH LINES, discontinued service during the summer after receiving PUC authority and area residents are now requesting substitute RTA service although no official action has yet been taken. Federal officials have indicated RTA will be receiving about $2.5 million toward purchase of 18 full size buses to expand service and to act as replacement vehicles for the existing fleet. RTA-Line 25-HIGHGROVE-GRAND TERRACE will be extended from its former terminal at Pico and Michigan with connections to OT's Line 19-GRAND TERRACE along Michigan, Barton Road thru Grand Terrace, University and Barton Road and terminate at the Loma Linda Veterans Hospital. Service will operate every two hours Monday thru Saturday using one bus and OT's Line 19 will be discontinued. Under a Cooperative Service Agreement OT will reimburse RTA for the cost of operation in San Bernardino County. RTA has requested funds from the Board of Supervisors to double bus service on Line 21-JURUPA LOOP and to extend an advance reservation form of Dial A Ride for the elderly and handicapped in the Pedley, Glen Avon and Mira Loma areas and to purchase an additional DAR bus. Existing DAR service in Rubidoux which includes part of Pedley would continue as a general service not restricted to E and H groups. Under contract with RTA Community Transit Services instituted a Dial A Ride system in the City of Norco August 26 using two vans loaned by RTA until the city financed vans with lifts arrive later this year. Service operates 7AM to 6PM Monday-Friday and 9AM-5PM Saturday covering all points within the city plus two large shopping centers in the north part of Corona along Main Street.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Friday August 31 was the last day of BART operation and while both management and labor say the other side is to blame the trains are not running. Keith Bernard, BART General Manager told a news conference on the 31st it was impossible to continue operating in the face of a massive sick out protest by train operators that had severly reduced operations and at 7PM the system shutdown. Amalgamated Transit Union Local 1555 and Public Employees Union Local 390 representing train operators, maintenance employees, station agents and clerks had been threatening to strike the system and contract talks broke down when BART would not consider continuing the present automatic full cost of living escalator provision in the new pact. A union official said train operators were refusing to run trains whose cars had been maintained by management personnel. A few weeks back several management/labor confrontations occurred regarding maintenance of the cars and work shifts and recently all maintenance workers at the Concord yard were indefinitely suspended after 34 cars were reported to have been sabotaged. BART's final offer has been a 21 per cent increase over 3 years plus fringe benefit changes and removal of the COLA provision. The unions are still demanding a 3 year pact which includes the COLA and is estimated to cost $37 million over the life of the agreement or $15 million more than BART is offering.

BIG BEAR CAB COMPANY (BBCC)

BIG BEAR: BBCC, now operating a Dial A Ride system in the mountain communities including one round trip to San Bernardino every Wednesday is now contemplating a PUC filing to operate two round trips daily serving Big Bear, Running Springs, Snow Valley, Arrowbear and San Bernardino. Present service is under contract to OMNITRANS while this filing would be an independent operation.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

OAKLAND: A number of changes to MUNI lines in the Richmond District, Western Addition and North Beach areas took place August 29 as Phase 1A of MUNI's Five Year Plan was implemented. All phases of the plan are scheduled for completion by 1984 and Phase 1B involving mostly changes in crosstown lines will be effective early in 1980. Lines 1-CALIFORNIA, 3-JACKSON and 5-FULTON were not changed although all other lines were. 1X-CALIFORNIA EXPRESS which replaces 2X-CLEMENT EXPRESS and operates from 33rd & Geary via 33rd, Clement, 32nd, California, Presidio, Bush/Pine, Sansome, California and Davis to Pine. Operates weekday rush hours in peak direction only and runs non stop from Presidio to Montgomery. 2-CLEMENT was changed on both ends - from Ferry via Market, Post/Sutter, Presidio, Euclid, Arguello, Clement, 33rd and Balboa to 32nd. Line 2 will operate six minutely in weekday peak, 8 minutely in base with 15 minute Saturday and 20 minutely Sunday service. New is trolley coach Line 4-SUTTER which will run weekday peak hours in both directions from Presidio & California via Presidio, Post/Sutter, Kearny, Bush, Sansome to Sutter. Inbound morning headway is 10 minutely 705A-830A with irregular outbound service with afternoon service 10 minutely 408P-537P with irregular inbound trips. 31-BALBOA was changed to start at Ocean Beach Cabrillo and La Playa via Cabrillo, 45th, Balboa, Turk, Divisadero, Eddy, Mason and Market to Ferry. Hourly Owl service will continue to operate from 32nd & Anza via Anza, 33rd, Balboa, Turk, Divisadero, Eddy, 5th St North, 5th, Mission, 6th, Bryant and 3rd to Market. New is 31X-BALBOA EXPRESS operating weekday rush hours in predominant direction operating non stop between Presidio and Montgomery. Cabrillo and La Playa via Cabrillo, 45th, Balboa, Turk, Masonic, Euclid, Bush/Pine, Sansome, California, Davis to Pine. 31 will have all day weekday 8 minute headway, 12 on Saturday and 15 on Sunday. 31X will operate every 8 minutes. 38-GEARY maintained its former route east of 33rd Avenue and west of 33rd continues to either Fort Miley weekdays daytime hours or 48th and Point Lobos nights and weekends. 38L-GEARY LIMITED operates weekdays between 48th & Pt. Lobos and Transbay Terminal with Limited Stop service in the area 33rd Avenue to Powell St. stopping at 25th, 19th, 10th, 6th, Arguello, Spruce, Masonic, Baker, Divisadero, Fillmore, Van Ness and Jones/Leavenworth. There are two express services providing zoned express service on 38AX-GEARY "A" EXPRESS and 38BX-GEARY "B" EXPRESS. The "A" starts from 48th & Pt. Lobos via 48th, Geary, Masonic, Euclid, Bush, Sansome, California Davis to Pine with no stops between Park Presidio and Bush & Montgomery. The "B" starts at Funston and Geary via Geary, Presidio, Bush, Sansome, California, Davis to Pine with no stopping between Masonic and Montgomery. Geary Local and Limiteds will have 8 minute headways, AX will be 8 minutely and BX 10 minutely. 39-COIT TOWER was extended to Fishermans Wharf over this routing - Coit Tower via Telegraph Hill Blvd., Lombard, Stockton, Union, Columbus, Mason, Lombard, Powell, Jefferson and Hyde to Beach. 55-SACRAMENTO which is scheduled to become a trolley coach operation was rerouted only west of Steiner via California to 6th and Clement. Inbound it runs via Clement, 7th, California and Steiner. Line 83-PACIFIC is new local service in the Nob Hill area - from Pacific and Van Ness via Van Ness, Washington, Polk, Pacific, Powell, Broadway and Kearny to Pacific. This line will operate half hourly.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT has recently taken delivery of 35 GMC RTS 2 buses, twenty five 35' and ten 40' buses, all equipped with the front door kneeling feature and with a hydraulic wheelchair lift at the rear door. Space for two wheelchairs is provided near the rear door and includes fold down seats which can be used when wheelchair riders are not present. The 35 footers have vinyl padded fiberglass seats while the other buses have upholstered seats similar to those in 4701-4715. The Electrobuses which had been used on Line 3 operating in the downtown area were recently retired and sent to the University of Florida's "Energy Park" to become part of an electric vehicle research program. Frequent breakdowns and unavailability of parts were always problems.

BOISE URBAN STAGES (BUS)

BOISE: BUS has received UMTA approval on specifications to purchase ten new 53 passenger air conditioned diesel buses. Based on the approval the units will be Canadian built models at a cost savings of about $100,000. The downtown Boise transfer center will be relocated and new half hourly peak hour service provided to Park Center, the M-K corporate complex) about October 1st in connection with a redevelopment project in the city.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: A new Park and Ride facility opened September ? (Cold Spring Transit Center) in Lakewood and all lines serving the area were rerouted to serve the facility and two new lines were also instituted. 5X-COLD SPRING EXPRESS operates three peak hour round trips between the Transit Center and downtown Denver via the 6th Avenue Freeway with a stop at 7th Avenue and Lincoln and operating on 16th and 17th in Denver. A new regional line, G-BOULDER-GOLDEN begins at the Boulder Terminal and enroute to the Denver Federal Center will also serve Rocky Flats, Golden, Solar Energy Research Institute, Cold Spring Transit Center and Lakewood. Three thru round trips and three trips between Boulder and Golden make up the schedule. 24X-UNIVERSITY EXPRESS was combined with the former 67X-ARAPAHOE EXPRESS and extended to Arapahoe and Yosemite Street beginning there and operating along Arapahoe to Southglenn Mall, then via University to downtown. Hourly midday service between Southglenn Mall and Southmoor Transit Center was added to 67-ARAPAHOE CROSSTOWN. A number of minor routing changes and additional trips were added on many Denver area lines along with changes to Boulder services and Regional services.

ALBUQUERQUE TRANSIT SYSTEM (ATS)

ALBUQUERQUE: The City of Albuquerque is sending out Request For Proposals for a transit management service to operate ATS. The city has been operating the service for many years after assuming operation from the former ALBUQUERQUE BUS COMPANY but there have been political problems involved.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The city has voted to cancel its contract with El Paso Transit Services, Inc. as of Janaury 15, 1980 to manage the bus system and present EPTS operating and administrative employees will become city employees under civil service. The system will be added to the department of Karl Tesch, Director of city transportation services. The City of El Paso has filed suit in the 243rd State District Court asking that AUTOBUSES INTERNACIONALES be enjoined from operating in El Paso without a franchise, from transporting people locally within El Paso, from stopping at SCAT stops, from deviating from federally designated stops and from conducting intracity charter service. The city also wants the firm to provide an accounting of its gross revenues and pay 2% of its gross receipts as called for in previous agreements.

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 WESTERN TRANSIT EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Storer Transp Service	114-115	GMC	P8M4905A/1397,1566	
All West Tours	(445	MCI	MC8/-	
	(560	GMC	P8M4905A/1928	730 trans
Airporter	338-339	GMC	H8H649/040-041	
Eastshore Lines	339	GMC	H8H649/071	
Vaca Valley Bus Lines	7709	MCI	MC9/-	
Santa Cruz MTD	852-857	Chev/Wayne	Chevyvan30/Transette	lift equipped
USED				
Santa Clara Co. Trnst	4619	GMC	TDH5302/159	TNJ P-315
Falcon Charter Service	(25	MCI	MC7/U1010LS7485	All West 440
	(70,85	GMC	PD4107/841,857	GLW 7951,7977
Eastshore Lines	70	GMC	PD4903/203	Redwood Empire 70
Poodle Bus Lines	77	GMC	PD4903/370	Coach Ways -
Franciscan Lines	(106-108	MCI	MC7/-	GLW 7051,7060, 7068
	(			
	(187	GMC	PD4903/147	Gulf Trnspt 1601
	(188	GMC	P8M4905A/010	Bluebird 204
	(193-194	GMC	PD4107/834,837	GLW 7954,7957 (correction)
	(195	GMC	PD4107/859	GLW 7979
	(199	GMC	PD4107/1148	NMT 233
The Gray Line, Inc. (SF)	514,515,518	MCI	MC5/-	Sun Valley Stgs (same #)