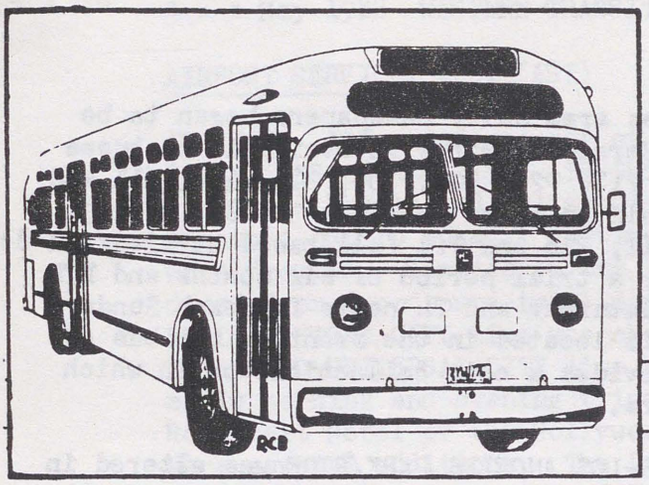


Western Transit

Monthly Publication of The Western Transit Society

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CALIFORNIA SUPREME COURT

SAN FRANCISCO: On Friday, April 30th the California Supreme Court ruled, in a 5-1 decision, that a one half cent sales tax measure, approved by Los Angeles County voters in a 54%-46% vote in November 1980, was not the kind of special tax needing two thirds voter approval under Proposition 13. Los Angeles County officials hailed the decision stating this would pave the way for reductions in transit fares and for improvements in transportation. Attorneys who had challenged the measure said the court had created a massive loophole allowing local authorities to sidestep the tax relief California voters had sought in passing Proposition 13. That measure, enacted as a constitutional amendment in 1978, provided that cities, counties and "special districts" could impose "special" non property taxes only with two thirds voter approval. The court majority stated that the two thirds approval did not apply to the Los Angeles County Transportation Commission, recipient of the funds, because LACTC lacked the authority to levy property taxes and had not been seeking to replace lost property tax revenue. It has been estimated that $288 million annually will be generated by the sales tax within the county. The outcome of this case had been awaited throughout California by cities and counties seeking ways to replace revenue lost under Proposition 13. The tax had been scheduled to take effect last July, but its implementation was held up pending a test of its validity. The transit tax measure designates the LACTC as the agency to administer the funds which has placed the Commission in the position of being the county's most powerful transit agency. Proposition A mandates that a portion of the tax money is to be used to lower bus fares for the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the eight other municipal transit systems for three years and to provide funds to the county's eighty two cities for local transportation projects. The remaining funds, about forty per cent, are to be used for planning and building rapid transit facilities. Proposition A called for a maximum 50 cent basic fare, 10 cents for transfers, 20 cents for elderly, handicapped and students, $20 basic monthly pass and $4 e/h/s monthly pass. Currently only SCRTD charges higher rates than those prescribed and these charges will be lowered July 1. After the first three years there will still be certain amounts earmarked for cities and for rapid transit related items, but the Commission will decide how much money is to be spent for reduced fares.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The RTD Board voted to institute a revised fare structure in line with Proposition A requirements effective July 1st. Regular basic fare will be 50 cents, express distance steps 25 cents and transfers 10 cents. Senior citizens, handicapped and students will be charged 20¢ with ten cent transfers with no distance step charges. Regular monthly passes will be $20 with $7 for each express stamp while senior/handicapped/students monthly passes will be $4 with no distance step express charges. These will be the fares charged within Los Angeles County and fares presently charged within Orange, Riverside and San Bernardino Counties will remain as now.

SCRTD Continued

In an effort to increase RTD revenue two major Los Angeles area daily newspapers began to be sold on board selected buses beginning March 22nd. The Herald Examiner is available on buses on Lines 1, 2, 3, 4, 10, 11, 16, 20, 21, 22, 27, 28, 44, 217, 220, 308, 309, 311, 429, 611 and 612 (all based at Division 7). The Daily News will be sold on buses on Lines 35, 86, 88, 93, 122, 123, 151, 152, 153, 156, 161, 425, 426, 504, 505, 511, 716 and 721 (all based at Division 8). Both newspapers will be sold at regular street prices for a trial period of six months and RTD will receive 12 cents for each copy sold Monday through Saturday and 24 cents for each Sunday Herald sold. A convenient, self service newspaper rack is located in the front of the bus on the panel directly in back of the operator. The rack provides a coin collection box in which riders are asked to deposit the payment for the newspapers.

Beginning March 22nd Line 762-DIAMOND BAR-ROWLAND HEIGHTS-LOS ANGELES PARK/RIDE was altered in three areas - in Diamond Bar the line was extended from the K Mart along Diamond Bar Blvd. to a new CalTrans Park N Ride Lot at the Pomona Freeway, the Puente Hills Mall stop was changed from a parking area next to the Sears Auto Center on Azusa Avenue to a location on the east side of the Mall at Albatross Road and Castleton Street and in Los Angeles the line now terminates at Wilshire and Figueroa instead of operating out Wilshire to Western.

On March 28th Line 758-LA MIRADA PARK/RIDE was extended in Los Angeles from its former terminal at Fifth and Flower along Flower/Hope and Temple to San Pedro, same as 755 and 756.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS instituted some weekend service changes on January 1st. Sunday service headway on Line 3-LONG BEACH-REDONDO BEACH was changed from 30 minutely to hourly and Sunday service on 5-CRENSHAW BLVD-ARLINGTON AVE (looping south via Crenshaw-north via Arlington) was discontinued. Sunday service looping in the other direction had not been offered.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT operated BART Express Bus Lines D-MARTINEZ-WALNUT CREEK-DUBLIN and U-BART/HAYWARD-DUBLIN-LIVERMORE were both altered beginning March 7th. Line D was extended from Dublin Blvd and Regional Road along Dublin and into the new Stoneridge Mall. Line U was rerouted in Livermore to a new terminal at Railroad Ave. and P Street providing connecting with the LIVERMORE TRANSIT SYSTEM (RIDEO). After 600PM nightly all trips now operate through town along East Avenue and terminate at the Lawrence Livermore Laboratory. The ACT Board has taken action to add ten more 35 foot buses to the Gillig Corporation order for 131 buses and has authorized filing an application for capital improvements grants to acquire 76 new buses and to carry out improvements at Emeryville and Seminary Divisions and the new Hayward Division.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT placed twelve new 43 seat, air conditioned, lift equipped RTS 4 buses into service on Line 70-SANTA ROSA-SAN RAFAEL-SAN FRANCISCO on April 19th. Two additional buses are spares and two more are on order for deliverylater this year. The Line 82-SANTA ROSA-SAN FRANCISCO service which was using two lift equipped cut down TDH 4517s (former AC TRANSIT buses) was discontinued with the introduction of the lift equipped large buses. The 82 had operated two daily round trips between Santa Rosa and San Francisco and one additional round trip between San Rafael and San Francisco. Since last July Line 82 had carried 1553 passengers with only 86 of those using the wheelchair lift. The RTS 4 buses are painted in the standard GGT white and green livery and have the dark window treatment and are believed to be numbered 1001-1014.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: ASI made a number of changes in its service patterns effective April 18th. On the LOS ANGELES INTL AIRPORT-DOWNTOWN LOS ANGELES line all trips after 900 PM now serve all hotels and owl service is now a rough two hour headway. Headways were smoothed out to a usual daytime 30 minutely and hourly evening and four round trips were dropped. Service on the LAX-WEST LOS ANGELES-SAN FERNANDO VALLEY line was reduced from four round trips daily to two round trips. Headway on the LAX-BEVERLY HILLS-CENTURY CITY line was changed from hourly to 90 minutely. Headway on the LAX-HOLLYWOOD-UNIVERSAL CITY line was stretched from 60 to 75 minutely and, except for early morning and evening trips, alternate trips now serve either the Hollywood Roosevelt Hotel or the Hollywood Holiday Inn. In the Orange County Division there were several additions. The LAGUNA HILLS-ANAHEIM-LAX line, which has several alternate routings, was extended southward from Laguna Hills to Mission Viejo with a terminal at the Bob's Big Boy Restaurant at Avery and Marguerite Parkway. Other new pick up points include the Sheraton Newport Hotel in Newport Beach, the Registry Hotel and the Airporter Inn (next door to each other) in Irvine and the South Coast Plaza Hotel in Costa Mesa. Generally the Mission Viejo trips serve both Laguna Hills and Costa Mesa and alternate serving the Irvine and Newport hotels or the Orange County (John Wayne) Airport. More Orange County-LAX schedules are now stopping at the Long Beach Airport which recently had commercial airline service reactivated. The ORANGE COUNTY AIRPORT-ANAHEIM-ONTARIO INTERNATIONAL AIRPORT was discontinued (had been two round trips per day) and service is now operated Oh Call for a minimum of five adult fares. Service to Ontario was started about three years ago with eight round trips and was gradually withdrawn.

24 HOUR AIRPORT EXPRESS (24HAE)

LA HABRA: During March 24HAE began operating scheduled airport passenger service from a number of eastern area points to Los Angeles International Airport and Ontario International Airport. The firm has been in business since 1971 providing personalized door to door airport transportation service in Los Angeles and Orange Counties using a fleet of brown colored station wagons and vans. Reservations on this service are required and round trip fares are to be paid when service is first performed. The new scheduled service has two routes, four hour advance reservations are necessary, persons without a reservation ride on a space available basis and are not eligible for reduced fares. One way regular fares to LAX range between $11 and $16 (reduced are $8 to $13). One way regular fares to ONT range $6 to $11 with reduced $5 to $9. Service on each route operates between 600AM and midnight with 16 round trips (roughly hourly headways with some stretches). Weekend service runs about every two hours. The ONTARIO-INDUSTRY HILLS-LAX line has nine pick up points in Ontario, Claremont, Covina, West Covina and Industry Hills. The LA HABRA-COMMERCE-LAX line has six pick up points in La Habra, Whittier, Pico Rivera, Montebello and Commerce.

HUMBOLDT TRANSIT AUTHROITY (HTA)

EUREKA: HTA took delivery of six Gillig Phantom suburban buses during April (See Equipment Report). The buses are 40 feet long, 96 inches wide, equipped with front door only with all forward facing seats except where the wheelchair tie down and turnaround areas are. The seats are non reclining, American brand high back with black upholstery. The buses are in the CULVER CITY MUNICIPAL BUS LINES paint scheme of white body with wide green belt line and black window treatment. In addition to the required HTA destinations some of the other curtains read "OUT TO LUNCH" and "NOWHERE IN PARTICULAR". The coaches were delivered to HTA by Professional Coach Deliverers, Inc. of Milwaukee, Wisconsin, a firm which does nothing but deliver buses from the factories.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART ridership in 1981 totaled over 50 million with a daily average of almost 185,000, up 35,000 from 1980. BART has embarked upon a capital program which is designed to meet the demands expected from the 1980s. Plans call for purchase of between 60 and 150 transit C cars to supplment the current fleet, completion of a third track thru downtown Oakland and a turnback track at Daly City to allow quicker turnarounds. BART express bus service was increased in December as the J line began offering commute hour service for the communities of Pinole, Hercules and Rodeo. Two items on tap this year will be a streamlining of the express bus system and the development of a monthly pass system.

LOUNGE CAR TOURS (LCT)

WOODLAND HILLS: LCT has been operating guided tours within the state of California providing transportation, hotel accommodations, entrance fees to attractions and porterage of luggage in and out of hotels for several years now using a fleet of 01 Silver Eagles and 10 American Eagles. The LCT buses used on the tours have individual lounge swivel chairs and seat only 20 passengers. Until this year there were four different tours offered; 5 Day Yosemite-Coast-Hearst Castle, 3 Day Coast-Hearst Castle, 3 Day San Diego Loop and 6 Day Coast-Hearst Castle-San Diego Loop. New this year is the 8 Day Yosemite-Coast-Hearst Castle-San Diego Loop. With the exception of the San Diego Loop which begins and ends in Los Angeles the tours either begin in Los Angeles or San Francisco and end in the other city.

SANTA CLARITA VALLEY BUS SERVICE (SCVBS)

NEWHALL: A revised fare structure was implemented April 19th in an effort to have SCVBS operations generate fifteen per cent of the cost of operation through the farebox. Regular fares were increased from 50¢ to 75¢ while senior citizens, students and handicapped fares were increased from 25¢ to 35¢. Transfers remain free. This pilot bus system has been funded by the County of Los Angeles in a one year $344,000 contract which is due to expire this coming June 30th. There are five lines in the system which operate hourly weekdays only between 700AM and 600PM except for Line 2 which operates about every 75 minutes between 800AM and 300PM. Each line requires one bus and it is believed that ANTELOPE VALLEY BUS, INC. is providing the service under contract. The services are: 1-NEWHALL-CANYON COUNTRY, 2-FRIENDLY VALLEY-NEWHALL-VALENCIA, 3-VALENCIA-NEWHALL, 4-BOUQUET CANYON-SECO CANYON and 5-CANYON COUNTRY-FRIENDLY VALLEY.

ARROW TRANSIT (AT)

LA JOLLA: AT began operating "The Village Shuttle", a local bus service in the La Jolla CBD for the benefit of shoppers last December 3rd. Funding for this service has been coming from the La Jolla Parking and Business Improvement Association. The Association is of the ppinion that the business community should also contribute and those discussions have been ongoing. Starting March 1st the service which had been free began charging 25¢ and service was expanded with 30 and 60 minute round trips stretching from La Jolla Boulevard and Carla Way on the south to Coast Boulevard and the La Jolla Cove on the north. Between 10AM and 5PM the seven mile route takes the Village Shuttle over most major La Jolla streets including La Jolla Boulevard, Girard and Fay Avenues, Silverado and Pearl Streets.

SUPPORT YOUR ORGANIZATION - ATTEND THE MONTHLY MEETINGS - SECOND SUNDAY OF EACH MONTH AT 700 PM, 272 ALPINE STREET IN PASADENA - MEETING DATES: JUNE 13, JULY 11

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On January 4 SAMTRANS instituted selected, system wide service cuts in the form of increased off peak headways and elimination or consolidation of routes considered to be under utilized in order to improve district operating costs. Details include: 1A-BART/Daly City-HALF MOON BAY and 1L-BART/Daly City-LINDA MAR (a shorter version of 1A) which formerly extended from the regular weekday terminus at BART to 1st & Mission in downtown San Francisco via I-280 and Mission St. on weekends and holidays only were cut back to BART at these times with Saturday service improved from 4 to 5 round trips on 1L and remaining at 4 on 1A with Sunday/Holiday service remaining at 3 round trips on each line. 10L-LINDA MAR had hourly midday service eliminated between approximately 11AM and 2PM weekdays and hourly Saturday service replaced by 1 am and 1 pm trip operated as an extension of 10S-SERRAMONTE-LINDA MAR from Linda Mar Shopping Center over 10L to Glacier & Cape Breton. 10T-TERRA NOVA likewise had hourly midday service reduced to 120 minutely between 9AM and 1PM weekdays and 60 minute Saturday service replaced by 1 am and 1 pm trip operated as an extension of 10S from Linda Mar Ctr to Aspen and Terra Nova. 10S-SERRAMONTE-LINDA MAR was shortened by elimination of service thru Edgemar neighborhood and now runs straight down Palmetto Ave between Crenshaw and Clarendon reducing running time from 37 to 26 minutes (except for four Saturday trips extended to cover 10L and 10T when running time is 41 minutes. 21A-STONESTOWN-SERRAMONTE-BURI BURI added two weekday pm peak short trips from BART and trimmed last trips of the day. 21B-DALY CITY-BRISBANE-SO. SF dropped all Saturday service due to low ridership. 26H-BURI BURI-DWTN SO. SF-TANFORAN had Saturday service reduced to hourly 10AM-6PM. 28C-DWTN SO. SF-BURI BURI-TANFORAN which ran hourly 9AM-5PM had the 11AM trip from So. SF dropped. 30A-TANFORAN-LOMITA PARK-MILLBRAE SQ. reduced weekday service to hourly 9AM-10AM, two hourly 10AM-2PM and hourly 2PM-5PM and eliminated all Saturday service. 33B-MILLBRAE S.P.-MILLBRAE HIGHLANDS was extended to Meadows School and rerouted to shift service from Clearfield to Helen with new route between Piverton & Crestview and Tioga & Helen being Crestview, Larkspur, Helen, looping cw Brookside, Ridgewood and Mosswood to Helen, thence Helen to Tioga. On weekdays the first and last trips (608 AM and 611PM) were cancelled, midday service was reduced to 120 minutely and Saturday service was reduced to hourly 911AM-511PM plus new trip at 541. 33C-MILLBRAE SP-BAYSIDE MANOR-MILLS ESTATES had weekday service reduced to 30 minutely 707-841AM, 141-411PM with last trip at 520PM, two hourly midday 841AM-141PM and Saturday reduced to hourly 941AM-441PM. These changes enable one bus to serve both 33B and 33C. 43V-HILLSDALE-SAN MATEO VILLAGE was returned to its original routing prior to June 1981, on Orinda, 40th and Pasadena between 39th and Santa Clara at the request of residents in San Mateo Village. Service density and frequency was greatly reduced in Foster City by consolidating three routes into two which confined routings to major arterials. At the same time the two lines were extended to serve the new San Mateo Fashion Island Shopping Center replacing 44T-HILLSDALE-FASHION ISLAND, a Christmas shopper shuttle which had operated 30 minutely 920A-550P (1 bus) Monday thru Saturday from November 27 to January 2. 44A-PORT ROYAL became 44A-PORT ROYAL-SHELL and now runs from Hillsdale Center via E. Hillsdale Blvd, Edgewater onto Mariners Island, W. Cape, looping thru Fashion Island and returning W. Cape, Mariners Isl/Edgewater, then a figure eight loop on Beach Park, Jamaica, Port Royal, Boothbay, Chesapeake, Biscayne, Edgewater, Beach Park, Shell and Hillsdale, repeating the FI leg, thence Hillsdale to Edison. One morning and one afternoon extend to Hillsdale High via Hillsdale Blvd, looping cw Del Monte, 31st and Alameda de las Pulgas to Hillsdale. Service is hourly 700AM-530PM (1 bus) except for an extra school trip at 720AM (first two trips bypass FI). Saturday service was dropped. 44B-SHELL became 44B-BEACH PARK and now runs from Hillsdale via E. Hillsdale, Fashion Island leg, E. Hillsdale, large cw loop on Beach Park and Foster City Blvd. to E. Hillsdale, FI leg and Hillsdale to Edison. One am and pm trip extended to Hillsdale High also. Weekday service is hourly 630AM-600PM (1 bus) except for extra school trip at 725AM and first three trips bypass Fashion Island.

SAMTRANS Continued

Saturday service (hourly 915A-615P) runs over an enlarged cw Foster City loop via E. Hillsdale, Beach Park, Foster City, Bounty, Shell, Beach Park and Edgewater to Hillsdale in order to cover part of 44A. 44C-CRANE, formerly the main stem Foster City route, was eliminated and its routing partially incorporated into 44A and 44B. 40E-HILLSDALE-STERLING DOWNS-CARLMONT VILLAGE was shortened and simplified by eliminating service along the southbound leg of a large loop along El Camino Real to Harbor Blvd and on Alameda de las Pulgas between Hillsdale and Ciprani and by cutting back the southern terminus from Chula Vista & Fernwood to Carlmont & Alameda. New route is from Hillsdale Ctr via Hillsdale loop (see 44A), E. Hillsdale, Pacific onto Old County, Dale View, Hiller, Ralston, ECR, Davey Glen, Middle, Notre Dame, (1 am/pm weekday trip detours to Ralston School via Hillman and return), Alameda, Ciprani, and looping ccw Continental, Lyall, Lake, Carlmont, Alameda and Ralston to Cipriani. Service remains 30 minutely 7-9AM and 2-6PM weekdays (2 buses), hourly in between and 9AM-5PM hourly except 12N on Saturday (1 bus). 40R-W. RALSTON-REDWOOD SHORES eliminated on Saturday round trip at 1215PM from Crystal Springs Shopping Center. Saturday headways at other times (915A-515P) remain hourly. 45B-CHULA VISTA-SKYMONT eliminated the Hillcrest, Lower Lock, Beresford, Hillcrest cw loop off Ralston and dropped the 1205P Saturday trip (Saturday service is hourly 905A-405P otherwise). 45C-NOTRE DAME-CARLMONT was abandoned without replacement, portions of 4A-ALAMEDA, 40E, 40R and 45B covering the general area. 46B-SP DEPOT-BRITTAN HEIGHTS eliminated Saturday service (hourly 9A-5P) which had included supplemental service over weekday route 46C-SP DEPOT-DEVONSHIRE. 6A-CANADA COLLEGE-EAST PALO ALTO VIA MIDDLEFIELD, an intercommunity route connecting Redwood City, Atherton, Menlo Park and E. Palo Alto, decreased Saturday service from 30 to 60 and shortened the hours to 8/9A to 4P. 51B-SP DEPOT-MARSH MANOR VIA BROADWAY was shortened by eliminating service to the Fair Oaks area, adding a new terminal loop thru Bohannon Industrial Park (served previously by 51E) and detouring four weekday trips to serve Harbor Village Mobile Park. 51C-SP DEPOT-WOODSIDE RD reduced weekday off peak and all Saturday service from 30 to 60 and changed last weekday trip from 636P to 549P and last Saturday trip from 530P to 500P. 51E-SP DEPOT-MARSH MANOR VIA FAIR OAKS, basically a reverse loop of 51B, was abandoned. 51R-SP DEPOT-WESTWOOD TERRACE-ROOSEVELT increased weekday off peak and Saturday headways from 30 to 60 (same as 51C) and Saturday service now starts at 930AM, one half hour later. During these times one bus alternates trips on 51C and 51R. 51S-REDWOOD CITY SP-SAN CARLOS SP VIA SEQUOIA HOSPITAL also increased weekday off peak and Saturday headways from 30 to 60 and Saturday service begins 30 minutes later. One bus was saved from these changes. 5L-BART/DALY CITY-PALO ALTO VIA EL CAMINO REAL (operates weekdays only) added two last short northbound trips from Palo Alto to Belmont and one last southbound short trip from BART to San Bruno. The devastating rains which hit the Bay Area in January forced closure of Cal Highway 1 between Linda Mar and Montara when the roadbed slid out at Devil's Slide. As a result 1A-BART-HALF MOON BAY and 1H-BART-HALF MOON BAY EXPRESS had to be rerouted for several weeks during highway reconstruction to run via I-280, Bunker Hill Rd, Skyline Blvd and Cal 92 to Half Moon Bay, then backtrack up the coast over regular route to a temporary terminus at Montara (2nd & Main). Fares on the county wide "REDI-WHEELS" door to door Dial A Ride service for the handicapped (using lift equipped Mercedes Benz 0309Ds) were raised on February 1 for the first time since the service began in 1977. In order to meet state funding requirements that mandate a 10% return from the farebox, Redi Wheels 2000 weekly users must now pay 60¢ a ride instead of 25¢ and, if the 10% criteria is still not met, there may be yet another fare increase later this year. The basic first zone charge on regular service will be increased from 25¢ to 35¢ for regular riders and from 15¢ to 20¢ for elderly, handicapped and young riders, all effective July 1st in order for SAMTRANS to be able to meet the state mandated 24% farebox recovery test for regular service. The present zone charges will remain as they are now.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Last fall OCTD sent out bids for forty one 35 foot and sixty four 40 foot buses to be equipped with wheelchair lifts and brake retarders to sixty three manufacturers. Bids were opened on January 26th and there were five responses:

Flyer Industries Limited	$15,662,413
Gillig Corporation	16,650,311
Neoplan Corporation	16,853,118
General Motors of Canada	10,659,701
Grumman Flxible Corporation	18,092,446

General Motors of Canada only bid on the forty foot units. Except for Grumman Flxible who bid on the new "Metro" Advance Design style bus the manufacturers offered bids for the "New Look" style bus. All of the bidders met the technical specifications and Flyer would appear to be the lowest bid. However, the "Buy America" requirements of the Urban Mass Transit Administration are applicable to this procurement. "Buy America" is a 1978 Congressional enactment which requires that at least fifty per cent of the compnnent parts of the buses to be produced in the United States and the final assembly of the bus to take place in America. Approximately eighty five per cent of the parts of the Flyer are American produced but the final assembly will take place in Canada. The Gillig bus satisfies both requirements. The "Buy America" requirements also provide that if a foreign manufacturer's low bid is less than ten per cent below a domestic manufacturer's bid which complies with these requirements, then a waiver of the "Buy America" requirements must be granted by the UMTA Administrator in order to award the contract to the foreign firm. The OCTD Board, on April 5th, voted to award the contract to Flyer and to seek a waiver of the Buy America rule from UMTA. This is the first time a transit operator has requested such a waiver for the purchase of transit buses and government officials were uncertain just how long it would take to arrive at a decision. In the event the waiver is not granted the contract will be awarded to Gillig and Gillig officials have indicated that they will oppose the granting of the waiver.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: The NCTD Board recently voted to reduce fares in an effort to stimulate ridership increases. The basic fare will go from 65¢ to 50¢ with transfers costing 25¢. Elderly and handicapped persons will have a 25¢ fare with 10¢ transfers. The cost of monthly passes will also be reduced - basic pass from $40 to $36, student pass from $18 to $16 and elderly/handicapped pass from $20 to $18.

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AS THE GM SEES - BY BILL VALLOW

One of the needs of the WTS is new membership and a renewal of old memberships. I am proud to be associated with WTS and I hope you are also. Nevertheless, although I continue to receive one to three requests for information each month our current active membership is surprisingly low. I encourage you to talk up WTS among your friends. Show them a copy of WT, invite them to a meeting, do what you can to boost WTS. Local newspapers could be informed of our meetings or notices could be posted on local bulletin boards. If you know of a former member no longer active, encourage him to rejoin. I want to see WTS grow, I am sure that your desire is the same.

Attendance at meetings is growing, but we still would like to see more of you. Meetings are second Sunday of each month at 700PM, 272 Alpine Street in Pasadena.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Yosemite Transp System	(82-83	MCI	MC9/S15328-9	
	(		U35286-7	
Stockton Metro Trnst Dist	1806-1810	GMC	T7060L/820007-011	
Metro (Houston)	1909-1958	GMC	T8020L/820241-290	
Golden Gate Transit	1001-1014	GMC	T8020L/820291-304	43, WC
Merced County Trnst System	C-4,C-5	GMC	G31306 Rally/TGL3697	11957,-
Savannah Transit Authority	unkn	Gillig	unkn/80128-80130	
City of Lompoc	unkn	Gillig	unkn/80124-80126	
Unitrans (Univ Cal Davis)	3901-3905	Gillig	3596T6V92/80136-40	39, WC
Union City Transit	601-608	Gillig	3096T6V92/80141-48	
Humboldt Transit Authority	21-26	Gillig	4096T6V92/80196-201	1 door subrns
Sunline Transit Agency	(unkn	Gillig	4096T6V92/80202-208	1469 & 1470
	(			are 2 fleet #
City of Commerce Muni	unkn	Gillig	3596T6V92/80231-233	kneeling feature
Corpus Christi Transit	unkn	Gillig	3596T6V92/80234-243	
USED				
American Sightseeing Tours	(121-122	GMC	TDH5105/3530,3535	TRTGIC 5121,22
San Diego	(124-125	GMC	TDH5105/3539,3541	" 5124,25
	(126-127	GMC	TDH5301/2449,2456	" 5126,27
	(134-135	GMC	TDH5303/2016,2020	LRPTCo 5113,16
	(136-137	GMC	TDH5303/2022,2023	" 5119,20
	(138-139	GMC	TDH5303/2420,2424	" 5121,25
Golden Gate Transit	500-501	GMC	TDH4519/894,888	" 4556,4550
Las Vegas Transit System	(4517-4520	GMC	T6H4521A/248-251	SVRL 401-404
	(4871-4873	GMC	TDH5303/3117,3150,4059	Leeward
Amador Stage Lines	(6583,88,90	GMC	TDH5105/2525,3084,3086	SCRTD
	(6591,93	GMC	TDH5105/3087,3089	"
	(6637	GMC	TDH5105/3451	"
Tradewind	107	GMC	PD4107/465	Sierra -
Gray Line of So Nevada	(4553	GMC	PD4107/1111	OTC 0-462
	(5352-5353	GMC	PD4905/201,019	Crown Trnst -
	(			Hudson H606
Airport Service, Inc.	5201-5202	GMC	P8M4905A/152-153	Gray Line-Miami
DISPOSITIONS				
Long Beach Transit	4901	GMC	PD4905/080	to Roberts Holiday
Empire Lines	554	GMC	P8M4108A/213	to U C Davis 3000
Spokane Transit	(4189,91-93	GMC	TDH3301/034,36-38	to Butte Trnst
	(4202-03	GMC	TDH3301/047-048	System

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