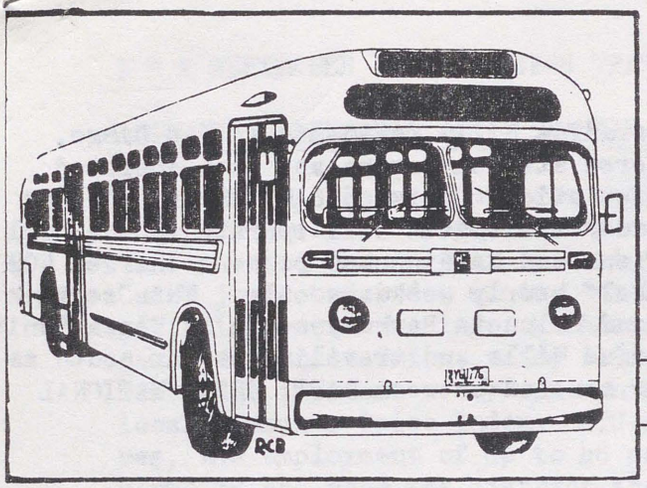


Western Transit

Monthly Publication of The Western Transit Society

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AMERICAN SIGHTSEEING TOURS (TBTGIC)

SAN DIEGO: TBTGIC started operating its route 901-IMPERIAL BEACH-CORONADO-SAN DIEGO on July 1, 1982, a combination of former 170-STRAND STREAKER and SAN DIEGO TRANSIT CORPORATION 9-CORONADO between Coronado and downtown San Diego (WT 8/82). SDTC has rerouted 9-PACIFIC BEACH-SAN DIEGO to terminate at the Crosby Street (Barrio Logan) SAN DIEGO TROLLEY station. After a month long dispute with the City of San Diego over the downtown routing, the original routing along Broadway to the AMTRAK Depot was approved by the San Diego City Council. The METROPOLITAN TRANSIT DEVELOPMENT BOARD met with both sides involved to resolve the problems which included a recommendation calling for an amendment to the Municipal Code clarifying the duties and responsibilities of all parties involved in addition to legislation which would define the roles of the city, MTDB, the private operator and the Public Utilities Commission in decisions regarding bus transportation. First month ridership shows an average of 2100 passengers per day utilizing the service. AST's SAN DIEGO-ANAHEIM-LOS ANGELES tour service has changed terminals from the Los Angeles Hilton to the Bonaventure Hotel. Returned to MTDB were buses 5330-5333 (former Denver RTD Flxibles) and eleven former SCRTD buses have been purchased including three former 5600s (Flxible suburbans) and eight former 6000s (Flxible transits with Cummins engines).

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: NCT has entered into a contract with SAN DIEGO TROLLEY, INC. to provide supplemental early morning and night trolley service over the routing of former SDTC 32 between National City and downtown San Diego as well as the night service on 51-SUPPLEMENTAL TROLLEY SERVICE operating between Kettner & Broadway and the 24th Street Trolley Station in National City. This means that Flxible transit buses from a third San Diego area operator now serve downtown San Diego. SDTC had operated the service under contract from July 26,1981 to this July.

JITNEYS

SAN DIEGO: Jitney operators are providing service (generally after 300PM on weekdays and noon on weekends) between 32nd Street Naval Station, Downtown, Point Loma and Naval Training Center using a combination of at least fifteen vans and minibuses. Operators observed include THE SHORT RUN, HARBOR LINE, BASE EXPRESS, ARROW TRANSIT and KO-AM LTS. In addition, ARROW TRANSIT and SHORT RUN operate a downtown San Diego-North Island route with a TDH 4512 (ARROW) and a former SCRTD TDH 4801 (SHORT RUN).

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: On June 21st 110-LOMITA VILLAGE-DOWNTOWN SAN DIEGO EXPRESS was extended from the County Administration Building along Harbor Drive and Harbor Island Drive to Harbor Island terminating at the Sheraton Harbor Island.

DIRECT ACCESS TO REGIONAL TRANSIT (DART)

SAN DIEGO: DART, designed by SAN DIEGO TRANSIT for Paradise Hills residents of San Diego, began operation July 15th using a fleet of silver colored station wagons and vans operated under contract by San Diego Cab Owners Cooperative Association. Between 6AM/9AM and 4PM/7PM DART will operate on fixed routes while during the midday the system will operate in the Dial A Ride mode. The regular fare is $1 with senior citizens and handicapped persons charged 40¢ during midday hours. Peak hour service will operate half hourly weekdays only. This service consists of two routes, one running from Skyline Dr. and Valencia Parkway south to Plaza Benita in National City and the second circling through Paradise Hills and traveling as far south as 18th and Highland in National City. Transfers will be honored between DART, SDTC, NATIONAL CITY TRANSIT and CHULA VISTA TRANSIT.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: Beginning August 29th GMBL discontinued its routing into the RTD-Greyhound Station in downtown Los Angeles and instead rerouted its Line 1-LOS ANGELES-GARDENA buses northbound along Main and First to Los Angeles returning south via Los Angeles and Olympic to Main, then existing route to Gardena. Accessible bus service is now being advertised for Lines 1, 2-VERMONT-WESTERN LOCAL and 3-COMPTON-GARDENA-SOUTH BAY CENTER or all lines except 4-GARDENA-HOLLYPARK-EL CAMINO.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: Thomas D. Albert, MST General Manager since the public transit agency was formed in 1974, passed away on September 7th after an extended illness. Albert, 36, came to Monterey from the ORANGE COUNTY TRANSIT DISTRICT when the JPA Transit purchased the assets of the former BAY RAPID TRANSIT COMPANY and went into the public transit business. JPA became MONTEREY PENINSULA TRANSIT and last year merged with the SALINAS TRANSIT SYSTEM to form MST. He had served as a member of the executive committee and chairman of the legislative task force of the California Association of Publicly Owned Transit Systems (CAPOTS) and on the program committee of the American Public Transit Association as well as being a member of the technical advisory committee of the California Intercity Bus Program.

EXPRESS TRANSIT DISTRICT (ETD)

LOS ANGELES: Following issuance of operating certificates by the Public Utilities Commission ETD began, on August 1st, three of its planned fourteen routes using a fleet of blue and white Dodge vans with extended roofs. The lines are 5-BEVERLY BOULEVARD, 7-WILSHIRE BOULEVARD and 8-OLYMPIC BOULEVARD. Service is scheduled approximately every 15 minutes between 6AM and 7PM Monday through Saturday (Ed. Note - it is not known if Sunday and holiday service is operated). 5 operates from Beverly and Robertson via Beverly Blvd, First looping downtown via Broadway, 2nd, Hill and 1st. 7 begins at Wilshire and Santa Monica operating via Wilshire looping downtown via Grand, 6th, Hill, 7th and Grand to Wilshire. 8 starts at Olympic and Beverly Dr. via Olympic looping via Broadway, 11th and Hill to Olympic. A fourth line along Vermont between Washington and Santa Monica Boulevards using six vans is planned to begin operation soon with complete operations expected in November. Regular fare is 75¢ with seniors and handicapped 50¢. Brothers Francisco, Aurelio and Manuel Medinilla own and operate the service which they said was fashioned after a system in the home town of Juarez, Mexico.

MAXI TAXI (MT)

LOS ANGELES: MT is the second jitney operator to receive PUC operating rights and this firm, which was awarded rights for thirteen lines which includes Wilshire Boulevard, expects to start operations within three months with a fleet of between thirty and fifty jitneys.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Labor contracts between the RTD and three labor unions representing the contract employees expired this past May 31st, all contracts were extended on a day to day basis and on July 15th at the request of Governor Brown a Los Angeles Superior Court judge ordered a 60 day "cooling off" period free from work stoppages while negotiations were ongoing. Mechanics and maintenance employees, represented by Amalgamated Transit Union, voted 1150-68 to accept a 34 month pact which offered a 20¢/hour wage increase every six months plus a cost of living adjustment tied to the local Consumer Price Index. ATU conceeded to a reduced pay scale for mechanic trainees, the employment of up to 48 part time service workers during the time of the 1984 Olympics and gave the district the option of adding a third shift at its central maintenanae facility. This action took place on August 25th. On September 10th the 635 members of the Brotherhood of Railway, Airline and Steamship Clerks (BRAC) voted to approve their agreement which calls for a 15 per cent wage increase over the life of the pact. RTD negotiators and representatives of the United Transportation Union representing the 4600 bus operators continued negotiating September 14th in hopes of averting a walkout which was scheduled for 1201AM on September 15th. The two major issues alluding the teams was the district's demand to increase from 10 to 20 per cent the number of part time bus operators and the district's demand for a seven per cent cap on COLA in the last year of the agreement. UTU wanted the number of PTOs to remain constant and wanted no cap on COLA since the other two unions did not have such. The parties could not reach agreement and the strike commenced as planned. Just prior to the midnight deadline the UTU offered to submit the issue of PTOs to binding arbitration but wanted it to include all the terms and conditions of employment including numbers, benefits, method of advancing to full time and the proportion of PTOs to full timers, a much larger issue than RTD wanted to change. RTD negotiators eventually rejected this proposal. The following day the RTD Board on a 8 to 3 vote after heavy lobbying by representatives of Los Angeles' Mayor Tom Bradley requested that the union consider a proposal to arbitrate the PTO proposal in addition to the demand for a cap on COLA. Sources close to the issue felt that if UTU did not accept the proposal the first time that it would be very difficult to muster a similar number of votes in the future. This is the fifth work stoppage in the last ten years - in 1972 an ATU strike lasted six days, UTU struck in 1974 for 68 days and in 1976 for 36 days and in 1979 after BRAC rejected a contract offer all three unions took strike action which lasted 23 days.

In other RTD news, on August 15th at approximately 1000PM WTS Member Richard Petzoldt purchased the last ticket to be issued by RTD and its predecessors at the RTD-Greyhound Station (ironically for use on GARDENA MUNICIPAL BUS LINES). Immediately following the sale the ticket agent closed for the evening. From that time until September 12th when all bus operations were removed from the station one information operator and a change maker were stationed in the area seven days per week between 800AM and 400PM. On August 23rd the new downtown Customer Service Center was opened in the California Mart Complex at Olympic and Main. Hours are 7AM to 7PM weekdays and 10AM to 6PM on weekends.

RTD will soon receive $60 million from the federal government for several purposes. $9.27 million will go for completion of preliminary engineering on the Metro Rail project scheduled for July 1983. $25.5 million would be used for purchase of 180 standard size and 30 intermediate size buses while $8 million is to be used for land acquisition, design and construction of a new division in Carson to replace present Division 18. $16 million is for design and initial construction of a new central maintenance facility to be located near Vignes and Macy Streets just east of the Union Station.

SCRTD Continued

The September Shake Up took effect on September 12th and with it came further line renumberings, certain service deletions and a rerouting of all bus lines formerly using the RTD/Greyhound Station to operate over downtown streets to various new terminals. Line number changes include 122 to 413, 800 to 460, 801 to 462, 827 to 270, 829 to 266, 846 to 130 and 860 to 149. New 270-EL MONTE-CERRITOS replaced former 827 between the El Monte Station and Los Cerritos Center with service south of there to Westminster & Seal Beach discontinued. Sunday/holiday service between Riverside and San Bernardino on 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO was also discontinued. The 716A branch of 716-CANOGA PARK-LOS ANGELES PARK/RIDE was altered to operate between Melrose & Vermont and Warner Center in local service through Hollywood (instead of originating downtown at Venice and Hill and operating limited stop thru Hollywood. With the close of business on Saturday September 11th RTD and predecessor operations at a downtown bus terminal facility came to a close as buses were routed to operate along various downtown streets with street stop loading exclusively. 33-LA-COMPTON-WILMINGTON was slightly rerouted to terminate at 7th & Maple using Terminal 16 (Maple Lot) as the layover point. 34-LA-LYNWOOD-PARAMOUNT was altered to operate to Central and Olympic as before, then via Central, 5th, (6th outbound) to a terminal at 5th & Beaudry. 455-BELLFLOWER EXPRESS, although it did not use the terminal, was routed over the same alignment. 609-LOS ALAMITOS RACETRACK EXPRESS is routed the same as 455. 496-LA-RIVERSIDE-SAN BERNARDINO operates as before except that 7th and Maple is the terminal with Division 1 as the layover point. 499-LOS ANGELES COUNTY FAIR and 614-SANTA ANITA RACETRACK EXPRESS begin at Venice and Hill via Venice, Olive, 1st, Spring, Aliso, Vignes and San Bernardino Freeway Busway. The new 460 and 462 operate in from Santa Ana and Norwalk to 6th & Central as before, then via 5th, (6th outbound), Figueroa and 11th to Georgia stopping across from the Convention Center. 456-LA-LONG BEACH EXPRESS and 755-SOUTH COAST PARK/RIDE both now operate along 5th/6th downtown instead of 7th.

On August 17th Line 564-WEST HOLLYWOOD-HOLLYWOOD BOWL began operating to the remainder of the Hollywood Bowl season. The line is based at Division 7. From West Hollywood Park at San Vicente and Santa Monica Boulevards the line runs via San Vicente, Melrose, Robertson, Santa Monica, Cahuenga and Odin Street to Hollywood Bowl.

State labor arbitrator E. Lad Sabo recently ruled that the RTD may no longer sell Herald Examiner and Daily News papers from the racks which had been installed in about 400 buses (generally Division 7 units for the Herald and Division 8 for the News). The ruling sided with the UTU position that the program voilated provisions of the labor agreement and that the newsracks created a potentially "very dangerous situation for operators and passengers" by increasing the possibility of disputes and fights. The Herald originally consulted its attorneys before taking any action while the News indicated that it had dropped the test program because "too many papers were stolen".

After about one month of the reduced bus fares put into effect on July 1st RTD daily ridership numbers have risen about twenty (20) per cent which translates into 1.2 million weekday boardings.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Weekend service on four lines will be reduced beginning November 20 primarily because of the new MUNI Metro rail service. 7-HAIGHT will no longer run while Saturday headways on 8-MARKET will be reduced from 9 to 15 minutes and Sunday from 15 to 20 minutely. 31-BALBOA will operate only between 48th Avenue and 5th & Market. 26-VALENCIA will be trimmed at both ends operating between San Jose & Geneva and Van Ness & Market.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The downtown Long Beach Transit Mall along First Street opened August 16th and LBT, RTD, TORRANCE TRANSIT SYSTEM and ORANGE COUNTY TRANSIT DISTRICT bus lines were rerouted so that all buses pass along First for easy transferring downtown. The labor agreement between LBT and Amalgamated Transit Union Local 1589 expired last June and it was extended for another two months. Since that time the local threatened to walk out and a federal mediator was called in to try and resolve the issues.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: By the time the summer schedules were effective on June 10, service suspended due to the severe January floods and mudslides had been restored on 33B-ZAYANTE, on the two daily trips of 37-BIG BASIN WAY to Big Basin State Park and the two daily trips of 40-DAVENPORT serving Big Creek Pottery along Swanton Rd. Service still remained out on the Branciforte Dr and Granite Creek Rd portion of 3-BRANCIFORTE/EL RANCHO and 32-GLEN CANYON/BRANCIFORTE, on the Lompico Rd section of 33A-LOMPICO, on the Lakeview Dr. leg of 34-SOUTH FELTON, on Bear Creek Rd branch of 35-SANTA CRUZ-BOULDER CREEK and all service (5 daily round trips) on 60B-SOQUEL-CHERRYVALE. June changes included: 3A-MISSION downtown loop changed to have alternate trips (45 past the hour) operate in both directions on Front from Mission to Soquel instead of the in Front/out Walnut and Cedar routing. 3B-MISSION-DE ANZA MOBILE PARK and 3C-MISSION-NATURAL BRIDGES were both changed weekdays downtown to run on Mission between Walnut and Front and on Front to the Transit Center. 4-HARVEY WEST inbound downtown routing to Transit Center was changed from N. Pacific and Front to Soquel to run N. Pacific, Mission, Cedar, Lincoln and Pacific to Soquel. 30-SCOTTS VALLEY downtown loop was changed to Ocean, Soquel (TC), Front, River and Water to Ocean. In an economy move the summer free Beach "Rainbow" Shuttle services were drastically curtailed with only the CAPITOLA BEACH SHUTTLE (daily every 10 minutes 930AM-630PM) between Capitola Crossroads and Capitola Village being retained. The SANTA CRUZ BEACH-MALL SHUTTLE operated every summer since 1976, the CAPITOLA VILLAGE-CAPITOLA MALL SHUTTLE tried in 1981 and the federally funded experimental 1981 season EAST CLIFF DRIVE SHUTTLES, two routes connecting a free parking lot on 17th Ave. with 7th Ave (Seabright Beach/Santa Cruz Marina) and a second parking lot at 41st Ave, were all dropped reducing bus requirements for the ex SCCTD Twin Coach TC 31Bs used from 6 to 1. Seven of the remaining Twins are stored out of service. On July 5 a further modification of the partially suspended Branciforte routes was made as follows: 31-BRANCIFORTE-EL RANCHO was rerouted outbound to run from Grant and Branciforte via Branciforte and Glen Canyon to El Rancho and 32-GLEN CANYON-BRANCIFORTE had partial service restored in both directions along Branciforte between Glen Canyon and Granite Creek (the Granite Creek Rd section still remains out of service). Both 31 and 32 had their t mporary Scotts Valley cw terminal loop off Granite Road enlarged to loop W. Navarra onto E. Navarra.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: A new local bus line in Fremont was inaugurated September 7th. 47-FREMONT BOULEVARD operates between 630AM and 1030PM weekdays only originating in Union City at Alvardao and Union City Blvd. operating via Alvarado, Fremont and Washington Blvds. to Ohlone College which is located on Fremont's Mission Blvd.

REDWOOD EMPIRE LINES (REL)

REDDING: REL operates a route between Eureka and Alturas through Redding. The shop and maintenance facilities are now being relocated from Eureka to Redding to be more centrally located. The ICC has granted REL charter authority for trips originating in Coos County, Lake County, Curry County, Douglas County, Klamath County, Jackson County and Josephine County, all in southwestern Oregon, to points in the United States and return.

OMNITRANS (OT)

SAN BERNARDINO: In light of diminishing funding sources OT instituted a number of reroutings and service reductions on July 12th. 1/2-40TH STREET-COLTON, 3/5-STATE COLLEGE and 15/16-SHANDIN HILLS all had Saturday service reduced from 40 to 60 minutely, weekdays remaining 40. 4-MUSCOTT-COUNTY HOSPITAL was extended east of downtown San Bernardino via 5th, Mountain View, 9th, Waterman, Gilbert, Perris Hill, Pacific looping Arden, Highland and Sterling to Pacific replacing parts of 10. 6-NORTON AIR FORCE BASE, 7-VICTORIA STREET, 22-RIALTO SHOPPER and 24-HIGHLAND were all discontinued with portions picked up by other lines. 8-INLAND CENTER was extended from Inland Center via E, Hunts Lane, Hospitality Lane, Commercecenter West, Airprt, Commercecenter East and Business Center Drive. Service is now hourly (instead of 30 minutes) Monday thru Saturday and 8 is combine with 9. 9-RIALTO-BLOOMINGTON was rerouted in Bloomington and extended to Valley Blvd and Orchard. Selected trips now serve Eisenhower School in Rialto. 10-DEL ROSA was largely rerouted - 5th & D via 5th, Arrowhead, Baseline, Del Rosa, 19th, Del Rosa, Highland, Golden, Eureka looping Mountain, Mountain, Marshall, Del Rosa, Lynwood to Golden - half hourly weekday and hourly Saturday service. 11-PATTON replaced much of old 24 and operates 4th & E via E, 5th, Waterman, 9th, Victoria, Baseline, Palm, Highland, Central, Pacific to Palm. 12-STERLING-NORTON AFB was rerouted in part but still operates hourly Monday thru Saturday. 5th & D via 5th, Arrowhead, 3rd, Waterman, 4th, Palm, 3rd, Tippecanoe, thru Norton AFB, Del Rosa, 5th, Sterling, Lynwood, Del Rosa, Highland to Sterling. 13-WEST COLTON was rerouted in San Bernardino - beginning at 4th & D via 4th, E, Inland Center, Adell, H, Mill to Pennsylvania, then as before to Colton. 13 and 17 are interlined. 14-MONTCLAIR-YUCAIPA had half hourly Saturday service between Fontana and Redlands dropped and now all trips operate full length on hourly headway. The line was also rerouted into Pettis Memorial Veterans Hospital in Loma Linda. 14A became 23-WEST FONTANA. There were no changes on 17-LOMA LINDA. 18-W. HIGHLAND-COUNTY HOSPITAL was substantially altered and now operates from Highland & California via California, 16th, Western, Highland, Valencia, 21st, Perris Hill Park, Gilbert and Waterman to Highland, fourty minutely Monday thru Saturday. The local lines in Fontana, Redlands, and Yucaipa were not changed except that 30-NORTH REDLANDS/31-SOUTH REDLANDS Saturday hours were cut back from 6AM-7PM to 9AM-5PM. 60-CHAFFEY COLLEGE Saturday headway was reduced from 40 to 60 and Sunday from 60 to 80. 62-EUCLID-NORTH UPLAND's weekday hours were shortened to operate hourly 630AM to 430PM. 63-MONTCLAIR Saturday headway was reduced from 40 to 60 and Sunday service discontinued. Satruday hours on 64-CHINO and 65-LOS SERRANOS were cut back from 545AM-815PM to 700AM to 600PM. Saturday hours were reduced to 8AM-6PM and from 40 to hourly on the other Ontario local lines, 66-N.E. ONTARIO-AIRPORT, 67-EAST ONTARIO, 68-S.W. ONTARIO-CHINO and 69-S.E. ONTARIO. 75-FREEWAY FLYER operating express between San Bernardino, Fontana, Ontario Airport and Montclair Plaza along San Bernardino Freeway was scheduled to be discontinued August 12th on account of low ridership and OT was conducting talks with SCRTD to determine if any of the service might be operated under a contract. Equipment wise OT is now advertising accessible buses over much of the system. The GMC RTS II buses (400-441) are assigned completely to 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 23, 25, 60 and 63. These units are partially assigned along with AM General 10235 units to 1, 2, 3, 4, 5, 8, 9 and 10. AMGs are used on 30, 31, 33, 34, 35, 36 in Redlands and Yucaipa, 1000 series Flxible 45102s are used in the West Valley on 62, 64, 65, 66, 67, 68 and 69. The 75 used the RTS buses. The 800 series 35 seat Flxibles are now in storage. A reduced fixed route system and a new Dial A Ride system is planned to begin in Yucaipa this fall. Details of the fixed route changes are not yet available, but the DAR system will include two eight to ten passenger commuter vans and two ten passenger para transit vans equipped with wheel chair lifts. National Coach of Gardena is to supply the commuter vans and Superior Trans Med of Santa Fe Springs the paratransit vans. Yellow Checker Leasing, Inc. of San Bernardino will operate the service under contract. YCL presently operates the DAR system in San Bernardino.

AMERICAN BUSLINES, INC./CONTINENTAL WESTERN LINES (TRAILWAYS)

DALLAS: The State of Arizona deregulated the motor bus industry in a "modified Florida" plan effective July 1st and, at that time, Trailways began offering local intra state service at a number of cities which previously it could serve for interstate passengers only. The cities were all on ABL routes and include Bowie, Willcox, Benson, Tucson, Casa Grande, Coolidge, Chandler, Mesa, Tempe, Phoenix, Buckeye, Gila Bend, Dateland, and Yuma. TRAILWAYS had supported the deregulation action in the state. The State of Nevada is also studying the deregulation plan.

DEREGULATION OF INTERSTATE BUSINESS

WASHINGTON, D. C.: The Senate, by an 85 to 10 vote, has approved a bill that will deregulate bus charters, reduce certain state regulations, phase out Interstate Commerce Commission authority over rates and end joint fare fixing by bus operators. The House previously passed such legislation and the Senate and House will join together to work out any remaining conflicts and the legislation will be sent to President Reagan. Current antitrust immunity allowed to jointly set charter bus rates will expire January 1st. The ICC will lose licensing and other authority over tour brokers except to require consumer protection bonds. Bus lines will be able to set aside sections for charter groups on regular service buses. Relief from numerous and conflicting state regulations covering rates and entry and exit on intrastate portions of interstate routes will be achieved by giving the ICC preemption authority. Sixty days after enactment bus lines will be able to set passenger fares, free from ICC rules, at levels ten per cent above or twenty per cent below those in effect at the time. The American Bus Association had been a supporter, but it was only in recent weeks that the National Tour Brokers Association swithced from being an opponent to a supporter. (Ed. Note - The position of the National Bus Traffic Association on the issue is not known).

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The new MCR-7000E buses, battery electric buses from MCR Technology of Goleta, California, have started arriving. The buses will be used on the 16th Street Mall shuttle. The buses are forty feet long and can carry up to 80 passengers for over four hours on a single charge. The buses feature three wide doors and low floors for high volume usage. In addition, the units have a wheelchair ramp. Of the 19 buses RTD will receive thirteen will be diesel powered and six will feature the battery-electric propulsion system.

PARK CITY, UTAH (CPC)

PARK CITY: The City of Park City operates the MOUNTAIN TRANSIT AUTHORITY as a shuttle service between the various points in Park City and the ski lifts. Ten buses are the maximum number in service with the most recent addition being six 33 passenger Thomas buses. The others are conventional (hood in front) school buses. There are no fares charged and ridership this year is expected to be one million. MTA is operated by the Public Works Department with the buses maintained in the City Corporation Yard.

GREYHOUND LINES-WEST (GLW)

PHOENIX: GLW and NAVA-HOPI TOURS have inaugurated a through schedule between Phoenix and the Grand Canyon. The portion between Phoenix and Williams is operated by GLW while the portion between Williams and the Grand Canyon is operated by N-HT.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
Roesch Lines	440-444	MCI	MC9/-	
Arrow Charter Lines	1232-1237	Eagle	10AE/-	46,RR
North County Transit Dist	735-764	Grumman	40102-6/94143-04172	
AC Transit	1300-1390	Gillig	4096TA6V92/80295-385	
San Diego Transit Corp	918 II	GMD	T8H5307A/C3500447	replacement
Suntran	unknown	GMC	T8020-4/810824-848	
Napa City Bus	106-107	GMC	T7060-4/811012-013	
Stockton Metro Trnst Dist	1811-1820	GMC	T7060-4/811014-023	lifts
SCRTD	4400-4434	GMC	T7060-4/811129-163	lifts
Phoenix Transit System	4416-4438	GMC	T8020-4/810849-871	
Houston MTA	1959-2038	GMC	T8020-4/820291-370	
Golden Gate Transit	1001-1014	GMC	T8020-4/820371-384	correction
C-TRAN (Vancouver WA)	2001-2034	GMC	T8060-4/820385-418	
USED				
American Sightseeing Tours (TBTGIC)	(140-147	Flxible	F2DV8C-401-1/52540, 52541,52543,52556, 52573,52577,52601, 52602	RTD 6023,6023, 6026,6039, 6056,6060, 6084,6085
	(201-203	Flxible	FDV8C-401-7-UL-AC/ 35082,35083,35095	PTD 5607, 5608,5620
Mexicoach	17	GMC	PD4106/1967	Assoc 5024
DISPOSITION				
MTDB	(5330,5332	Flxible	FD6V401-1/51311,51624	to Sundance Stage Lines
	(5331,5333	Flxible	FD6V401-1/51618,51952	to pvt pty
San Francisco Municipal Rwy	2724	GMC	TDH4801/411	to Jesus Escamilla (S.D.)
	mixed*	GMC	TDH4801,5105/-	to Green Tortoise Lines
	mixed#	GMC	TDH4512,4801,5105/-	to Bob Stroecker (a scrapper)

*-2703,2705,2707,2713,2717,2725,2726,2728,2734,2738,2739,2741,2746,2749,2801,2807
TDH 4801/117,123,127,156,279,414,417,419,446,458,460,466,481,506
TDH5105/3405,3455

#-2700-2702,2704,2706,2708-2712,2714-2716,2718-2723,2727,2729-2733,2735-2737,2740,
2742-2745,2747-2748,2800,2802-2806,2900-2901
TDH4801/071,072,096,121,126,137,139,143,144,155,158,272,274,340,341,344,347,364,
408,418,421,431,434,436,443,447,452,453,461,469,473,475,477,482,484
TDH5105/2239,3417,3418,3420,3422,3447 TDH4512/1844,1846

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