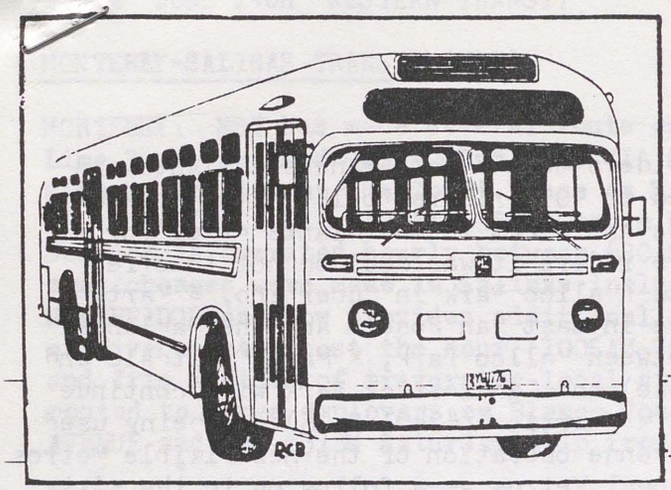


# Western Transit

Monthly Publication of The Western Transit Society

VOL. 22 NO. 6 JUNE 1984

COUNTY TRANSIT (CT)

SAN JOSE: A number of changes were effective April 2nd. 16-MORGAN HILL-SAN MARTIN dropped midday service weekdays between 9AM and 2PM (three trips/90 minute headway due to low ridership. 20-MILPITAS-MTN VIEW/MAYFIELD MALL dropped the weekday midday and weekend/holiday route deviation in Milpitas in favor of the regular route via Abel and Jacklin between Weller and Escuela. 22-EASTRIDGE-MENLO PARK, the system's main trunk line along El Camino Real, discontinued daily all night Owl service (hourly 2AM-5AM). Much of the ridership during these hours were transients using the buses for overnight lodging. New schedules now provide timed transfer connections on selected evening trips between line 22 and intersecting routes 23, 51, 54, 55, 57, 58, 60, 62, 64 and 66. 36-HOSTETTER & CAPITOL-VALLCO FASHION PARK was extended in East San Jose on all weekday and Saturday trips from 10th & Hedding to Piedmont & Landess which extension was formerly operated weekday peak hours only. 66-MILPITAS-SANTA TERESA HOSPITAL and 70-MILPITAS-SEVEN TREES VIA EASTRIDGE were both rerouted in downtown Milpitas. 71-MILPITAS/DIXON ROAD-EVERGREEN changed its routing in southeast San Jose to run east on Norwood from Flint to Ruby to Quimby adding 4 minutes running time. 72-DTN SAN JOSE-ALMADEN EXPWY VIA MCLAUGHLIN (San Jose local route) was rerouted in central San Jose to run from E. San Carlos via S. 10th southbound/S. 11th northbound and I-280 to McLaughlin instead of San Carlos, S. 13th and E. William. Weekday peak service (600-845AM and 230-600PM) on the dtn San Jose-Senter & Monterey Hwy portion was improved from 30 to 15 minutely with peak bus needs increased from 4 to 7. 75-ALVISO-SANTA TERESA HOSPITAL added two northbound (from Santa Teresa) am and southbound (from Alviso) pm weekday peak trips to improve headways to as close as 10 minutely at selected times with coach requirements increased from 6 to 8 am and 7 to 9 pm. 81-EAST SAN JOSE-VALLCO FASHION PARK improved weekday peak headway (600-800AM and 200PM-600PM) from 30 to 15 minutely with bus requirements increased from 6 to 11 a and 7 to 12 pm. 82-1ST & GISH-PRUNEYARD VIA DTN SAN JOSE (San Jose local route) was extended on its south end from The Pruneyard shopping center at Campbell & Bascom west via Campbell diverting thru Campbell CBD via Civic Center Way westbound and Orchard City and Railway eastbound to Westgate Shopping Ctr looping cw Campbell, Saratoga, Atherton and Hamilton to Campbell, and was redesignated 82-1ST & GISH-WESTGATE VIA DTN SAN JOSE. Coach requirements for this extension increased from 4 to 5 weekdays (half hourly) and 2 to 3 weekends with weekend headways improved from 60 to 45 minutely. 87-WILLIAM ST-VALLEY FAIR VIA DTN SAN JOSE was rerouted on its eastern (William St) cw terminal loop to run on Lotus and Appian instead of Jasper and Spiro between Herald and McLaughlin. 94-PRUNEYARD-LOS GATOS COMMUNITY HOSPITAL (weekday off peak only route) that had operated hourly 900AM to 300PM using one bus was discontinued due to low ridership. Campbell Avenue portion now served by extension of 82. 103-EASTRIDGE-STANFORD INDUSTRIAL PARK EXPRESS had am (northbound) trips extended in Stanford Industrial Park from terminal at Page Mill & El Camino Real to loop cw El Camino and Hansen to Page Mill. 104-PIEDMONT HILLS-STANFORD INDUSTRIAL PARK EXPRESS had all 5am/pm trips changed to operate on the extension from the Stanford Ind. Park terminus at Hillview and Arastradero to Palo Alto Veterans Hospital which leg was formerly served by one am/pm trip. 140-BART/FREMONT-MAYFIELD MALL EXPRESS was rerouted in the Sunnyvale industrial area to serve the National Semiconductor Plant by operating on Kifer between Lawrence and Wolfe. 141-BART/FREMONT-GREAT AMERICA EXPRESS resumed its seasonal weekend/holiday only service March 31 with the opening of Marriott's Great America amusement park - a 75 minute headway 900AM-730PM.

COUNTY TRANSIT Continued

During the 1983 baseball season CT carried nearly 5800 riders to 157 San Francisco Giants and Oakland A's games on their Baseball Specials, as compared to 9000 riders to 155 games in 1982. This represented a 61% drop in ridership to the A's games and a 22% to the Giants games for a 35% overall decline. Because of the dramatic drop in A's riders it was decided not to offer this service between the three county wide pick up points (Wallco Park in Cupertino, K Mart/ Fruitdale Ave in west central San Jose and Capitol Square in east San Jose ) and the Oakland-Alameda County Coliseum in 1984. The Giants Specials between Wallco Park, K Mart/Fruitdale and Camden & Branahm (Cambrian Park district of south San Jose) and Candlestick Park will continue to operate as before. To increase productivity the 1983 MAN artics (#2401-2415) are being used on this service which has also seen some of the first revenue operation of the new Flxible Metros (#1501-1560). A contract has been awarded for 21 additional Metros as a follow on to the sixty bus order. In other equipment news 40 foot RTS II #1028 has had its air conditioning equipment moved from the engine compartment up to an add on housing behind the rear slope giving the coach a squared off RTS 04 look and eliminating an overheating problem which exists with these coaches (This is similar to what ORANGE COUNTY TRANSIT DISTRICT, MONTEBELLO MUNICIPAL BUS LINES and SUN CITY AREA TRANSIT have already done). It is planned to so modify all 66 TH870Is and 50 T7H203s and at the same time replace their roller type destination signs with the improved, large character electronic dot signs of the type installed in the new 1500 series Flxible Metros. By the end of March a total of 62 Gillig/Neoplans and 43 second hand 40 foot GMC New Looks had been removed from active service and placed in storage at either Central Division or Agnews Division. Gilligs include 614,616,621,627,634-637,639-648,650-657,659-660,662-666,670-677,679-681,683,686, 688-690,696,698,700,708,714-715,717,722,725,728-730. GMCs include 4602,4605,4608,4610,4617, 4619-4621,4624-4626,4628-4629,4631,4636,4638-4639,4641-4642,4648,4650-4651,4653,4655,4803,4806, 4808,4812,4816-4817,4820,4822,4831,4839,4845,4850,4864,4870,4873-4875,4877-4878.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: June 1st marked the 15th anniversary of SCMTD which began when the District acquired the four local routes of SANTA CRUZ TRANSIT COMPANY in 1969. For the first two years SCT continued to operate the service, with some modest expansion, under contract using their fleet of mixed squared and paired window GMs ranging from 27 to 45 passenger types. The District formally took over fleet ownership and maintenance in September 1971 with the delivery of six new TDH 3301s which were supplemented by two buses (a TDH 3612 and a TDH 4512) purchased from SCT. The day to day transit operations were managed by Kenny Transportation Company until 1976 when SCMTD took over complete system management. By 1977 there were 25 routes and in 1984 there were 43 regular service lines serving most of the urban and rural areas of Santa Cruz County. The system's Santa Cruz Operations Base, opened in October 1979, will be joined by a new Watsonville operations and maintenance facility on Sakata Lane, scheduled to open this fall, which will eliminate the 30 mile round trip deadhead to and from Santa Cruz now required for Watsonville buses. The seasonal CAPITOLA BEACH SHUTTLE, which in the past has begun operation on Memorial Day weekend, this year began with daily service during Easter week, continue weekends only thru May 20 and then daily May 26 thru September 9.

BENICIA BAY CONNECTION (BBC)

BENICIA: BBC was the name chosen in the contest (WT 11/83) to name the newly instituted bus service between Benicia, Sun Valley Shopping Center in Concord and BART/Pleasant Hill. The BBC fleet consists of two Econoline 350/Falcon bodied 20 seat buses which feature blue leatherette forward facing seats, air conditioning, two way radios, white interiors, special rear door lift and a paint scheme of white body with thin blue and black belt rail stripes. Reduced ride commute tickets are available - 20 for $15 for regular fares and 20 for $10 for seniors and youth. On April 30th the route of the line was changed to operate along I-680 to Fifth Street to Solano Square instead of getting off the freeway at Second to serve the CALTRANS Park And Ride Lot and also serving, on property, the Senior Citizens Center at Second and L Streets. Slight schedule adjustments were made although service continues to operate approximately every ninety minutes between 630AM and 800PM weekdays and between 900AM and 630PM on Saturdays.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: MST has made several route changes during the last six months including the following Line 3 was renamed GLENWOOD CIRCLE VIA SKYLINE. Saturday now operates hourly 915AM to 615PM but with no service to the Court House on Saturdays. Weekday schedule remained 800AM to 600PM. NEW Line 13-CARMEL-PACIFIC GROVE began December 12, 1983 operating for a six month trial period. Service is operated hourly between 630AM and 630PM Monday through Saturday using one bus. Several changes were made in Salinas including discontinuation of 32-CROSSTOWN. 33 was renamed NORTHRIDGE and now provides additional service on Sundays and holidays. Buses departing downtow at five minutes past the hour (1005AM-505PM) will operate directly via Main between Alvin Drive and Iris instead of traversing local streets in the area. 37-MEMORIAL HOSPITAL has been rerouted to serve employers on Blanco Road and Blanco Circle and Line 40 was renamed DEL MONTE AVENUE and the 631PM Saturday trip from Del Monte and Williams was discontinued.

COMPETITION BETWEEN ANAHEIM AND LOS ANGELES INTERNATIONAL AIRPORT - CHAPTER II

ANAHEIM: On April 18th the Public Utilities Commission, at the request of AIRPORT SERVICE, INC. did issue a cease-and-desist order against FUN BUS SYSTEMS for operating between Orange County points and Los Angeles International Airport and set the matter for hearing on April 30th. FUN BUS SYSTEMS did not stop operations and went to federal court to try and get a court order to stop the PUC action, but Federal Judge Robert Takasugi refused to overrule the PUC order. FUN BUS maintains that they have authorization from the Interstate Commerce Commission to run the service as part of their Los Angeles-Las Vegas service and the firm returned again to court. U. S. District Court Judge Edward Rafeedie now has the matter and he will decide whether the matter will be decided in deral court. (Ed. Note - The service being offered is intrastate in nature and this is part of the controversy. The PUC has jurisdiction over intrastate matters while the ICC has jurisdiction over interstate issues. While the issue is before the court FUN BUS continues to operate.). A second case, AIRPORT SERVICE, INC. vs LOUNGE CAR TOURS, INC. was scheduled for May 23rd. LCT also operated between LAX and Anaheim briefly, but discontinued such after ASI obtained a court injunction on April 3rd.

AIRPORTER (APTR)

SAN FRANCISCO: APTR has been authorized to suspend operations between San Francisco and Oakland Airport on a temporary basis by the PUC. Operations to and from San Francisco International Airport, on the other hand, are growing. In addition to the service between SFO and the downtown airline terminal at Ellis and Taylor which operates every 15 minutes between 530AM and 915PM and every half hour between 915PM and 330AM direct airport service is operated over three other routings and shuttle service to and from the downtown terminal is provided to twenty two Union Square District hotels using vans. The three direct lines include Financial District/Chinatown-SFO, Fishermans Wharf Area-SFO and Civic Center/Van Ness Avenue/Japantown-SFO. Downtown service is $4.00 one way - $7.50 round trip with the shuttle free while service to and from the other three areas is $5.00 each way.

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: April 29th brought several changes in schedules including establishment of a second daily round trip on the SANTA BARBARA-SANTA PAULA-LOS ANGELES route, connection of a former Portland-Coos Bay and a former Eureka-San Francisco schedules into a through Portland-San Francisco schedule, discontinuation of the PORTLAND-TILLAMOOK VIA WILSON RIVER route, establishment of an additional San Francisco-Salt Lake City round trip and establishment, for the summer season, of two daily round trips SALT LAKE CITY-IDAHO FALLS-WEST YELLOWSTONE with one round trip continuing to/from Bozeman, Montana.

WTS ENTERTAINMENT MEETINGS - SECOND SUNDAY AT 730PM - 272 ALPINE STREET, PASADENA, CALIFORNIA

LONG BEACH TRANSIT (LBT)

LONG BEACH: Six of the eight cities which were requested to provide funds to LBT to continue providing transit service (WT 4/84) have agreed to do so. In fact, Paramount also requested that Line 2-DOWNEY AVENUE be extended north from Alondra Boulevard to Rosecrans Avenue. Talks are continuing with Los Angeles (for San Pedro area) and the City of Compton has received and filed LBT's request. Some New Look buses have started appearing in a new black window paint scheme. T6H4521As 4600 and 4605 have been spotted. The design includes a white roof, black windows, white body, wide blue belt line with "LONG BEACH TRANSIT" in white with a blue stripe above and below separated by white stripe, black rub rail and the front is white.

TRAILWAYS, INC. (TWI)

LOS ANGELES: In early April all AMERICAN BUSLINES, INC. "Gamblers Specials" service between the San Francisco Bay Area, Sacramento, Reno and Sparks as part of the program to reduce or cancel service to a number of cities if employees would not accept foregoing salary and cost of living increases which were scheduled to take effect April 1st (WT 5/84). Some of the service reductions mentioned last edition were also related to the reduction program. TWI claims that since the 1982 deregulation of bus carriers it has lost business to new, low cost competition bus lines and must reduce its expenses or reduce its service. TWI planned to reduce or eliminate the following services: SEATTLE-SACRAMENTO, SAN FRANCISCO-SALT LAKE CITY, LOS ANGELES-LAS VEGAS-BEAVER, UTAH, LOS ANGELES-PHOENIX-EL PASO-VAN HORN including Los Angeles-Phoenix via San Diego schedules but not LOS ANGELES-SAN DIEGO service, OMAHA-KANSAS CITY, HUNTSVILLE-ATLANTA, TOLEDO-CINCINNATI, CLEVELAND-CINCINNATI and BOSTON-PORTLAND, MAINE. The current nationwide agreement with Amalgamated Transit Union, negotiated in 1983 expires next year.

BAY AREA RAPID TRANSIT DISTRICT/ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (BART/ACT)

OAKLAND: BART Express Line D-LIVERMORE-DUBLIN-WALNUT CREEK-MARTINEZ was shortened, beginning in March, to operate between Livermore and BART/Walnut Creek since the CENTRAL CONTRA COSTA TRANSIT AUTHORITY is now providing service between Walnut Creek and Martinez on Line 116-ALHAMBRA AVE-GREGORY LANE. ACT operates this line as part of the contract to provide all of the BART Express services. ACT will put three 26 foot long Neoplans (advertised as The Litl Bus) into revenue service this summer to test the idea of a smaller size bus to meet particular terrain, noise reduction and ridership needs. AC planners have identified nine lines using 34 buses as possible candidates for smaller units. Presently the only small buses AC is using are some of the "cut down" 701-712 series TDH 4517s on the DOWNTOWN OAKLAND SHUTTLE although in recent times they had a fleet of 29 Chance Minibuses which were used in some suburban areas.

24 HOUR AIRPORT EXPRESS (24HAE)

LA HABRA: 24HAE's copper colored vans are now operating eight fixed route Minicoach services to and from Los Angeles International Airport. Although pick up points and operating schedules have been established all passengers must reserve their seat four hours in advance or the van will not stop. The eight routes include the original two and include: 1-ONTARIO-INDUSTRY-LAX, 2-BREA-WHITTIER-COMMERCE-LAX, 3-PACIFIC COAST HWY-ORANGE COUNTY-LAX, 4-GLENDORA-ARCADIA-LAX, 5-ANAHEIM HILLS-FULLERTON-NORWALK-LAX, 6-ORANGE-ANAHEIM-LAX, 7-SEAL BEACH-LONG BEACH-LAX and 8-MISSION VIEJO-JOHN WAYNE AIRPORT-LAX. One way fares to and from LAX range between $13 and $19 while fares (on Line 1) to and from Ontario International Airport range between $9 and $14. In addition to the scheduled service 24HAE also provides door to door service to/from the airport to/from your residence, business or hotel with normally not more than two other stops.

IF YOU MOVE BE SURE TO NOTIFY THE BUSINESS OR EDITORIAL OFFICE SO THAT WE CAN UPDATE OUR FILES AND YOU CAN CONTINUE TO RECEIVE "WESTERN TRANSIT" EACH MONTH

MONTHLY ENTERTAINMENT MEETINGS - SECOND SUNDAY OF EACH MONTH AT 730PM - 272 ALPINE IN PASADENA

Marguerite" (STANFORD CAMPUS TRANSIT SYSTEM)

STANFORD UNIVERSITY: A new era in the eight year history of this intra-campus free weekday shuttle service began with commencement of the winter academic quarter on January 9 as subcontract operation passed from PENINSULA CHARTER LINES (PCL) of East Palo Alto to St. Clair Limousine Service, an ambulance and charter limousine operator, of Mountain View. The main campus ESCONDIDO VILLAGE-MEDICAL CTR/SHOPPING CTR route, which had been cut back on June 15,1981 from a two way inner-campus loop serving the Tressider Student Union and faculty/student residences in the back campus area to the clockwise loop route only, and again in October 1982 by elimination of the inner campus/Tressider loop (restored to the shorter original routing along the fron of the campus via Serra St) was restored to its fullest and extended on the west end to serve the professional office buildings along Welch Rd and the front entrance of the Medical Center. The new routes are as follows: Purple Line - ESCONDIDO-TRESSIDER-MED CTR (Clockwise loop) From Escondido Village housing complex via Serra St, Campus Dr East, Escondido Rd, Alvarado Row, Nathan Abbott Way, Mayfield Ave, Lasuen St, Lagunita Dr (Tressider Union), Lomita Dr, Santa Teresa St, Sam Morris Way, Panama St, Via Ortega, Jordan Way, Campus Dr West (to Med Ctr front entrance Pasteur, Welch, Quarry, Campus Dr West (to Med Ctr rear entrance), Via Palouand Serra to Escondido Village turn around. Operates every 10 minutes 720AM-610PM weekdays. Extended north from Welch & Quarry via Quarry and Arboretum to Stanford Shopping Ctr 1110AM-710PM. Blue Line - ESCONDIDO-TRESSIDER-MED CTR (Counter Clockwise loop) From Escondido Village via Serra, Via Palou, Campus Dr West (to Med Ctr rear entrance) and reverse of Purple Line to Serra and Escondido Village turn around. Operates same schedule as Purple Line including Stanford Shopping Ctr extension. Green Line - S. P. DEPOT-MED CTR-QUAD From Palo Alto S. P. (CalTrain) Depot runs unchanged from previous routing on a large ccw loop via El Camino Real, Quarry Rd, Campus Dr West (past Med Ctr rear entrance), Via Palou and Serra to Campus Quadrangle front entrance at The Oval. Returns via Oval Dr and Palm Dr to S. P. Depot. Operates weekdays 600-940AM and 300-620PM on headways timed to meet S.P./CalTrain commute arrivals varying from 16 to 35 minutely am and 18 to 62 minutely pm. Runs a second section as needed. Equipment for this new service consists of one National Coach Co. Escort II model minibus, seven Escort I modified vans (both types with perimeter seating and on Ford Econoline 350 chassis) and a Dodge Ram 350 standard van, the latter used mainly as a driver relief shuttle between the Escondido turnaround and the St. Clair office/yard at 2020 E. El Camino Real in Mountain View. Livery is Stanford cardinal red with the new logo (in white) of a dray horse (which pulled the original horse bus named "Marguerite" between the depot and Stanford Campus in the early 1890s) superimposed on two arches of the Stanford Quadrangle (forming an artistic "M") with the word "Marguerite" to the right. Headsign window cards are lettered "Marguerite" in white on a field of purple, blue or green, as applies to the route served. PCL operation of the ESCONDIDO-QUAD-MED/SHPG CTR line ceased with the end of the full academic quarter on December 23, but the DEPOT-MED CTR-QUAD line, which served commuting Med Ctr employees, continued until January 6. PCL took over operation in September 1976 after the University had run the service using two leased Microbus built open trolley car replicas on Ford chassis since its beginning on January 5, 1976. With the expanded two way inner campus loop routing in fall '76 the University bought four open bench Microbuses on Dodge chassis which PCL supplanted with a TDH 3101 and a Ford Transit which they previously operated on the Palo Alto local service before COUNTY TRANSIT took over in 1973. In fall '79 the microbuses were replaced by PCL owned buses including TDH 3612s #306, 308 (1 door) and 309, TDH 3714 #307 and ex AC TRANS TDH 4509s #303-305 & 310. To these lift equipped ex Wichita TDH 4519s #312 and 313 were added in the fall of 1980.

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Recent applications and decisions at the Commission include the following:

PACIFIC COAST SIGHTSEEING TOURS, LTD issued a certificate for round trip service between Disneyland Hotel/motel area and South Coast Plaza and also issued a Class B Charter Party certificate.

RODGERS STAGE COACH LINES certificate modified removing restriction limiting passenger bus service to employees of race tracks in Southern California.

## TRANSIT IN THE JUNE ELECTIONS

There was only one known ballot measure in the June elections dealing with transit matters and that was in Orange County and known as Proposition A. This measure called for a one cent increase in the state sales tax (6¢ to 7¢) to fund transportation improvements which included 50 per cent of the funds for widening almost every freeway in the county and construction of three new freeways, 20 per cent to be returned to the cities and county for maintenance and construction of local roads, ten per cent for improvements of major roads which travel through more than one city and 20 per cent for transit to be divided 18 per cent for studies leading to some form of a rapid transit system and 2 per cent for maintenance of ORANGE COUNTY TRANSIT DISTRICT and LAGUNA BEACH MUNICIPAL TRANSIT LINES bus fleets. The tax would have been levied for fifteen years and collected some $5 billion. The measure lost by a bit more than a 2 to 1 margin although the pro Proposition A forces spent over $1.8 million in support of the plan making it the most expensive campaign in Orange County history. The anti tax campaign, financed largely by automobile dealers, raised only $93,000, but the general mood of the county is very conservative and tax measures have a general history of being defeated. In 1974, a similar sale tax measure which would have funded an expansion of OCTD bus service was also defeated. This measure, if passed, would have been the first in California to fund both transit and highways from the sales tax. Five other areas in the state have imposed their own sales taxes, each a half cent and each funding transit projects only. One feature that the pro Proposition A forces stressed was that tax funds would not be used to reduce bus fares, in direct contrast to the tax election in Los Angeles County in 1980 which the proponents say narrowly passed because of the promise to reduce bus fares. Political strategists in Orange County stated their belief that the general trend of voters would have been to reject that type of ballot measure.

## UPDATE ON COMPETITION BETWEEN AIRPORT SERVICE, INC. AND FUN BUS SYSTEMS (FROM PAGE 3)

LOS ANGELES: Federal District Judge Robert Takasugi has ruled that the California Public Utilities Commission is the proper forum to hear the matter of competition between ASI and FBS over operating rights between the Anaheim area and Los Angeles International Airport. The PUC will reschedule hearings on this matter which were postponed when the matter was moved to the federal court.

## SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The 4100-4131 series Carpenter CBW 300 small buses went into service on May 22nd on Line 602-CHINATOWN-TRANSAMERICA CENTER MINI-RIDE. First day buses included 4101, 4103, 4104, 4105, 4106, 4109, 4110, 4111, 4114, 4115, 4117 and 4118. Some of the buses arrived with electronic headsigns and most with two piece curtains, but they seem to be converting all the units to electronic signs. These buses are also to be assigned to Line 605-WESTWOOD VILLAGE SHUTTLE and the official assignment is likely awaiting the June 17th Shake Up when the line is transferred to Division 7. Presently the 605 is assigned to Division 6 and a mixture of 4000 series Flxible 411-GD-C2 buses and 3100 series GMC T8H5307A buses.

RTD has applied to UMTA for a $14 million grant to purchase and test in service thirty buses powered by methanol fuel to test their reliability and to compare their performance and emission levels with those of diesel vehicles. The possible imposition of new diesel emission standards have prompted transit officials to begin looking at alternative fuels. It is expected that it would take at least one year, after funding was assured, before the buses could be built and put into service.

A public hearing is scheduled for July 5 on a proposal to discontinue the operation of special school bus routes to many area junior high and high schools. Only alignments which are specifically designed to serve schools would be affected and the anticipated change date would be the opening of school in September. Lines with special routings include 1, 2, 4, 14, 30, 33, 38, 45, 84, 96, 97, 102, 111, 115, 147, 150, 175, 183, 200, 206, 207, 210, 215, 217, 228, 251, 270, 291, 424, 434 and 576 with the greatest number and variety on 115 and 175.

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N FRANKLIN TRANSIT (BFT)

PASCO,WASHINGTON: BFT celebrated its second anniversary last May 12th. BFT which operates in Benton and Franklin Counties serves the Tri Cities of Pasco, Kennewick and Richland and the City of West Richland with local bus service (26 buses), express service to Hanford, Boise Cascade and Columbia Basin College (11 buses), Dial-A-Ride service using vans and the area Rideshare/ Vanpool program. Last year BFT purchased four used MC 7 buses along with eight 1970s vintage GMC 40 foot New Look buses which had been leased for use on the Commuter Express lines. Six new, lift equipped 20 passenger mini-buses were purchased for Dial-A-Ride service replacing 15 passenger vans. A 15 passenger van was purchased to operate in West Richland replacing a full size diesel bus. Recent service changes include: on April 16 Route 60 was extended to Road 40 to serve Riverview Plaza and Route 120/140 began service to the Tri City Center Mall, Benton County Justice Center and Jafco Plaza. On May 14 Route 23 was extended out Stevens to Snyder at Carriage Streets and the Lynwood Loop was eliminated. Also the Richland Transit Center was moved to a new location at Mansfield and Goethals. At the new location there will be ample curbside parking for buses as well as off street automobile parking for transit users. A nine acre site in the Richland "Wye" area has been selected for the permanent BFT maintenance, operations and administration facility.

TETON STAGE LINES, INC. (TSL)

IDAHO FALLS, IDAHO: TSL has discontinued a recently started route between Idaho Falls and Twin Falls (one round trip daily) but continues to operate Idaho Falls-Salt Lake City-and Idaho Falls Jackson, Wyoming services.

ALAMO TOURS, LTD. (ATL)

SAN ANTONIO: ATL, which had been operating scheduled service between San Antonio and Port Lavaca, Texas has been dropped from Russell's Guide (Ed. Note - it is not known whether this service continues to operate or not.)

LINEAS DE JUAREZ (LDJ)

JUAREZ, MEXICO: LDJ, a city bus line operating service in the northern and central parts of Juarez serving many of the twin plants, experienced a two day strike during March as bus operato left their jobs. They returned following an agreement to receive a 40 per cent increase in wage Mechanics were to receive a smaller increase. LDJ officials protested the strike as the agreement involved had been agreed upon five hours before the strike began.

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EQUIPMENT REPORT

| PROPERTY | FLEET NOS | BUILDER | MODEL/SERIAL | NOTES |
|---|---|---|---|---|
| -NEW- | | | | |
| City of Duarte | (100 | SpecVehMfg | FORD1FDKE30L3EHA19415/SVMC4CR4B01050A | |
| | (101 | SpecVehMfg | FORD1FDKE30L7EHA19414/SVMC4CR4B01050B | |
| Marguerite (Stanford Univ) | (170 | FordNatl | Econ350/EscortII/- | Mini bus |
| | (171-177 | FordNatl | Econ350/EscortI/- | Walk in van |
| | (193 | Dodge | RAM350/- | Van |
| Fresno Transit | 8401-8412 | Flxible | 40102-6T/DE095611-622 | |
| County Transit (San Jose) | (1501-1560 | Flxible | 40102-6T/DE095763-822 | lifts |
| | (2401 2415 | MAN | SG 310-18-2A/L/DC 203-0088-0417- both digit | |
| | ( | | DC 203-0102-0431 incr by on | |
| SAMTRANS | 850-899 | Gillig | 40960TB6V92/80781-80833 | lifts |
| MTL, Inc. (THE BUS) | 981-1004 | Gillig | 40102TB6V92/80973-80996 | |
| Stockton Metro Trnst Dist | 1821-1828 | GMC | T7060A/822364-2371 | |
| VIA Metropolitan Transit | (444-528 | GMC | T7020A/822372-2456 | |
| | (587-590 | MCI | MC5B/- | |
| | (591-592 | MCI | MC5B/05507-05508 | |
| | (111-120 | Chance | RT50/80-7070-80-7070 | |
| Southwest Coaches | 308 | TMC | MC9/ER00A218 | |
| West Valley Charter Lines | 8350-8351 | Eagle | AE10/DR031150-31151 | addtl info |
| Western Charter Tours | 823-824 | Eagle | AE10/- | |
| City of San Pablo CA | unkn | WideOne | 2B7KB3310DK313756 | 13 w/lift,retarde |
| City of Lafayette CA | unkn | WideOne | 2B7KB3316DK301885 | 13 w/lift |
| City of Antioch CA | unkn | WideOne | 2B7KB3310DK3A8400 | 12 w/lift |
| El Dorado Transit (Placerville) | unkn | WideOne | 2B7KB3313DK347934,340003 | 14 w/lift |
| Mariposa County CA | unkn | WideOne | 2B7KB3316DK3A8404 | 15 w/lift |
| Special Mobility Services (Portland OR) | unkn | WideOne | 2B7KB3376CK108573 | 15 w/lift,propane |
| -USED- | | | | |
| Southwest Coaches | (306-307 | MCI | MC7/S9759,S9756 | GLW 7403,7400 |
| | (309-310 | MCI | MC7/S9946-9947 | NMT 247-248 |
| | (K243 | GMC | PD4151/277 | orig PGL K243 |
| Mercury Tours | 711-712 | MCI | MC9/- | |
| Vista Limousine Service | (5306 | MCI | MC7/7475 | GLOSF 214 |
| | (4907 | GMC | SDM5302/1053 | GLOSF 200 |
| Fiesta Holiday | 1001 | MCI | MC7/- | |
| BLS Limousine Service | 3902-3903 | GMC | P8M4108A/221-222 | Apts Serv 1149-11 |
| Arizona Chtr Enterprises | 955 | GMC | P8M4005A/955 | |
| Yellow Bus Company | 302 | GMC | TDH5304/527 | Oldsmobile 527 |
| -DISPOSITIONS- | | | | |
| Eastshore Lines | (115 | GMC | SDH4501/036 | to F.A.P.T. |
| | (315 | GMC | PD4106/509 | to Calif Yosemite |
| | (333 | GMC | P8M4905A/406 | to pvt party |
| | (334 | GMC | P8M4905A/024 | to Hesselgrave |
| | (443 | GMC | SDM4501/071 | to Creative Tours |
| Orange County Transit | (0711-0713 | Trnsch | 2411WC/7093-7095 | to pvt parties |
| | (0721-0783 | Trnsch | 2221S/mixed-see below | " |

0721-0722,0724-0740,0742-0744,0746,0748,0751-0756,0760,0762,0764,0765,0781,0783 unit nos. 7030,7035,7032,7028,7037,7033,7036,7031,7038,7040,7042,7041,7039,7044,7046,7043,7045,7029,7047, 7052,7049,7050,7053,7055,7058,7059,7061-7064,7068,7070,7072,7073,7087,7091 serial nos.

Twenty five Transcoaches (0741,45,47,49,50,57,59,63,66-80,82,84) remain on the property for the Santa Ana Shuttle and group load Dial-A-Ride.