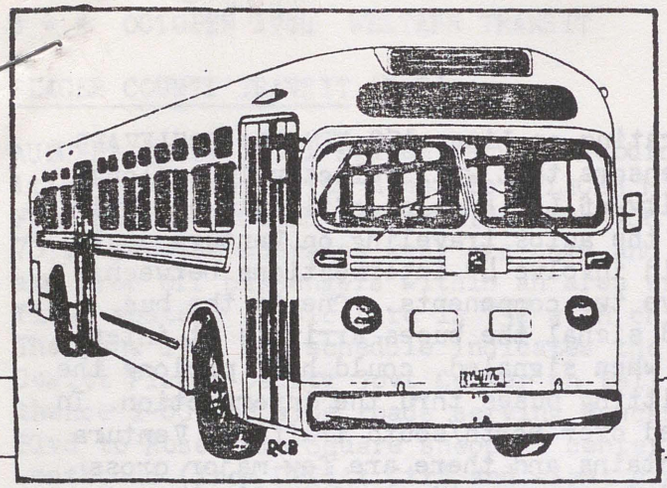
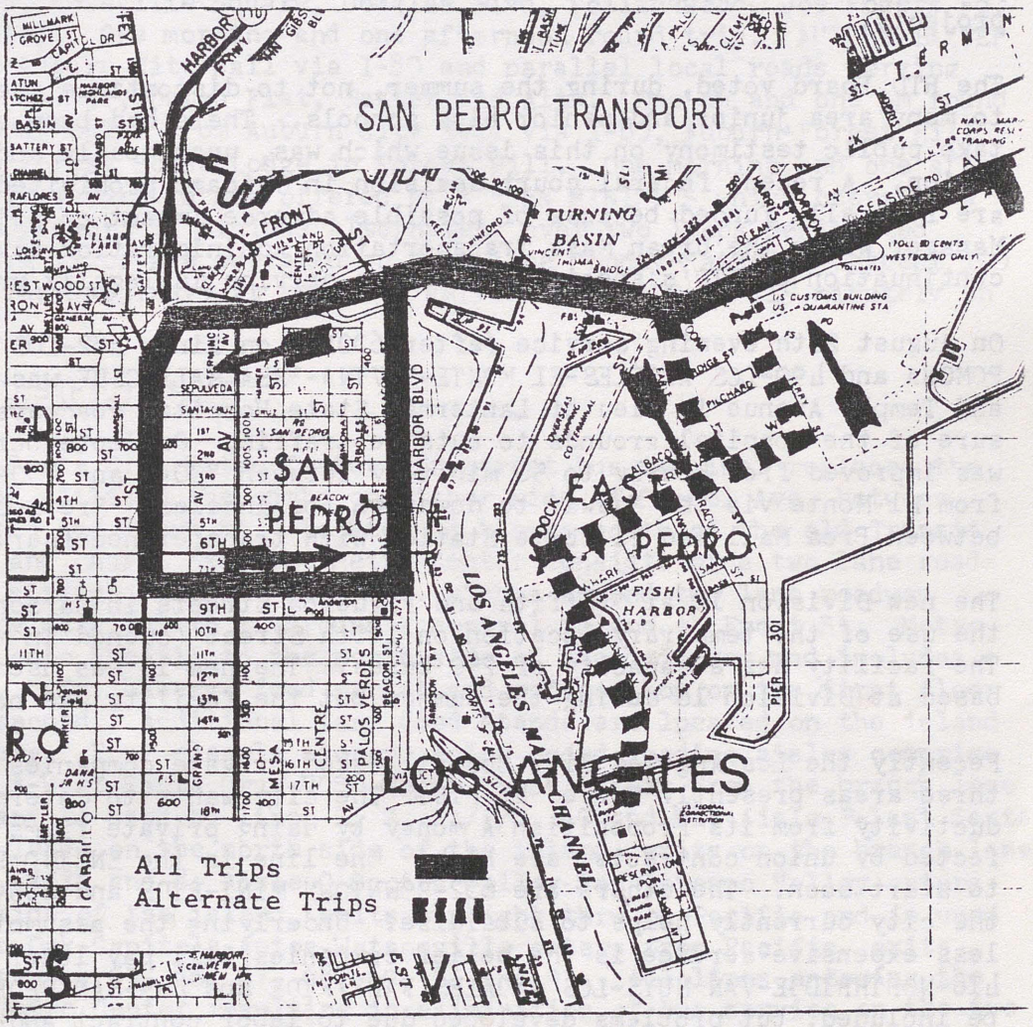


Western Transit

Monthly Publication of The Western Transit Society

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SAN PEDRO TRANSPORT (SPT)



SAN PEDRO: The newest transit operation in the county is SPT which began service October 1 between San Pedro, Terminal Island and Long Beach Navy Base replacing former RTD Line 148-SAN PEDRO-TERMINAL ISLAND-WILMINGTON which had operated for three months under contract to the City of Los Angeles following discontinuation of LONG BEACH TRANSIT Line 14 service in a disagreement over funding of transit (WT 7/84). Wilmington based Transit Contractors, one of several firms in the WILMINGTON CAB COMPANY empire, is running the service after being awarded a contract by the City of Los Angeles that runs until next June 30. Twenty minute headways are operated seven days a week between 530 and 930AM and between 230 and 600PM using two vans from a fleet of four which are painted all white with the SPT name in blue lettering. SPT 940-942 are Dodge Wide One vans with high roofs, 14 perimeter seats and Cleveland lock type fareboxes. The fourth unit is a new Dodge Wide One van with 16 forward facing seats. All the vans are two way radio equipped. SPT charges the standard Los Angeles County fares of 50 cents for regular riders, 20¢ for seniors/students/handicapped and 10¢ for transfers and issues/honors transfers with LONG BEACH TRANSIT and SCRTD. Seventh and Pacific is the San Pedro terminal and the Long Beach Naval Base is the other terminal. Every other trip diverts from the Vincent Thomas Bridge and heads south past Fish Harbor to the Federal Correctional Institution. Other companies in the WCC fold include the new SUPER-SHUTTLE airport van service, THE CARSON CIRCUIT local bus system, HERMOSA BEACH SHUTTLE service, PALOS VERDES TRANSIT SYSTEM Dial-A-Ride operation, United Checker Cab Company and new L. A. Taxi

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: During 1985 RTD will equip 76 buses operating on Lines 150-VENTURA BOULEVARD and 424/425-WEST VALLEY FREEWAY EXPRESS with strobe sensors that will selectively prolong green lights along Ventura Boulevard. According to City of Los Angeles officials not only would the 16,000 daily bus commuters benefit but also the autos traveling on Ventura could experience a shorter trip. As planned the system would involve 40 intersections between Vineland Avenue and Reseda Boulevard. It would involve two components. One is the bus mounted device that, by emitting strobe flashes, would signal the buses arrivals at intersections. Another is the stop light dectectors that, when signaled, could help prolong the green lights or shorten red ones by ten seconds, permitting buses thru the intersection. In the Ventura corridor east/west traffic would be favored over north/south traffic. Ventura is bordered on the south side by the Santa Monica Mountains and there are few major cross streets. All bus stops along the street will be moved from near side to far side to reduce stopping and starting. To accommodate the variable length signals all green lights will be increased from 60 to 70 seconds. The $880,000 cost of this project is being financed by a portion of the City of Los Angeles Proposition A sales tax money earmarked for transportation projects.

The RTD Board voted, during the summer, not to discontinue the operation of special routes to many area junior and senior high schools. There had been a public hearing on July 5th to take public testimony on this issue which was, unanimously and predictably, against such an action. A recent federal court decision in Chicago prohibited such services on buses which are federally funded because of possible adverse impact on private bus firms. RTD General Manager wrote the Urban Mass Transportation Administration asking that UMTA rule that the continuation of RTD's special school bus service is legally unobjectionable.

On August 26th evening service (after 600PM) on Lines 482-LOS ANGELES-EL MONTE-DIAMOND BAR-POMONA and 490-LOS ANGELES-EL MONTE-COVINA-BREA MALL-CSUF was rerouted along Diamond Bar Blvd and Temple Avenue in lieu of Lanterman State Hospital roadways and Pomona Blvd. due to closure of the hospital grounds to outside traffic. On September 29 Saturday service on the 490 was improved from hourly to 30 minutely between 700AM and 700PM and all trips were extended from El Monte via the Busway to downtown Los Angeles. Previously all service on weekends ran between Brea Mall and El Monte Station with transfer necessary to/from downtown.

The new Division 18 at Griffith and Figueroa Streets in Carson opened on September 22nd and the use of the temporary location on 190th Street (opened in March 1975) came to an end. The facility has a capacity of 250 buses. The new 18 was used by those Olympic services based at Division 18 during the summer but the facility was not completed for total usage.

Recently the Los Angeles City Council asked private companies to submit plans for service in three areas presently served by RTD. The city wants to determine if it can get greater productivity from its Proposition A money by using private firms on lines where RTD's costs, affected by union contracts, are high. One line is the ENCINO PARK AND RIDE which RTD planned to start soon. The others are 602-DOWNTOWN MINI-RIDE and 605-WESTWOOD VILLAGE SHUTTLE which the city currently helps to subsidize. Underlying the assumption private industry can provide less expensive service is the belief companies will pay lower salaries than the district. The 418-NORTHRIDGE-VAN NUYS-LOS ANGELES PARK/RIDE and 445-SAN PEDRO PARK/RIDE were originally to be included, but problems developed due to labor contract and government funding restrictions. All the mentioned services operate solely within the City of Los Angeles. The city will seek funds from the Los Angeles County Transportation Commission for the experiment.

With the resumption of the fall schedules beginning on September 9th the seven day per week extension to Leo Carrillo State Beach Park on Line 434-LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS was discontinued for the winter. This service extension had been funded by the County of Los Angeles for the summer using Proposition A funds.

PLACER COUNTY TRANSIT (PCT)

AUBURN: This local system serving Auburn, Roseville and nearby rural Sierra foothill communities has changed its name from PLACER MINI BUS and taken delivery of three lift equipped Ford/National Coach Escort IIs (#704-706) which supplant 1978 model Chevyvan/Microbuses #701-703. Service operates weekdays only and will pickup (by 24 hour advance telephone reservation) and drop off passengers within an area extending approximately one mile on either side of the fixed routes. Basic fare is 75¢ with children under five free and a $1.50 senior day pass. The June 1984 PCT schedule indicates the following services: NO. AUBURN-AUBURN-ROSEVILLE from DeWitt Placer County Govt Center on Bell Road (No. Auburn) via Bell and Hwy 40 to Auburn CBD, thence I-80 and side roads serving Newcastle, Penryn, and Rocklin (Sierra College) and Douglas Blvd to Roseville Square shopping center, thence via Folsom Rd to Roseville City Hall. Seven westbound (from DeWitt Ctr) and eight eastbound trips at headways varying from 20 to 135 minutely. AUBURN-ROSEVILLE COMMUTER SERVICE from DeWitt Ctr via roughly the same route as above with limited stops and an extension in Roseville from City Hall to Saugstad Park. One am round trip and one pm westbound only (Auburn to Roseville) trip. ROSEVILLE-GRANITE BAY from Roseville City Hall via Folsom Rd, Roseville Square, Douglas Blvd, Rollingwood, Joe Rogers Rd, and Lakeridge to Granite Bay Center. One morning and one afternoon round trip. AUBURN-BAXTER (Wednesday and Friday only) from Auburn City Hall via I-80 and parallel local roads serving Meadow Vista, Applegate, Colfax, Weimar, Dutch Flat, Baxter and Alta. One am and one pm round trip. AUBURN-FOREST HILL (Thursday only) from Auburn City Hall via I-80, Auburn-Forest Hill Rd, Log Cabin and Todd Valley to Forest House Lodge in Forest Hill. One morning and one afternoon round trip. Local service in Auburn is now offered by AUBURN MINI BUS which operates a Ford/National Coach Econoline 350/Escort II minibus alternately over two loops designated NORTH ROUTE and SOUTH ROUTE. Five trips are operated on each line Monday-Saturday (except 100 PM trip on SOUTH ROUTE does not run Saturday) at headways varying from 100 to 115 minutely on each route.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On June 14 the new Santa Cruz Metro Center off street bus terminal replaced the downtown Transit Center which had utilized the curbs on either side of Soquel Ave. between Pacific Garden Mall (Pacific Ave.) and Front St. Located 1½ blocks south of the old Transit Center, midway between Cathcart and Laurel Sts, the Metro Center consists of a two lane roadway off Pacific Ave. which runs straight thru to Front St. with a second two lane roadway branching to the left and curving parallel to it around a central island to Front St. Metro Center terminal building fronts onto Pacific to the north side of the driveway and includes a waiting room, information booth, cafe, bakery, food market and coffee shop on the first floor and rental office space on the second. Additional fast food stands are located on the island in the passenger shelter structure. Four clearly signed, color coded loading aisles comprise the terminal as follows: Aisle A-West Santa Cruz-UCSC-North Coast enters from the branch lane on Front St., exits on Pacific and is used by lines 1, 2, 3A/B/C, 10 and 41; Aisle B-East Santa Cruz-Beach enters from Pacific, loads on the north side of the island, exits on the branch lane to Front and is used by 4, 5, 6, 7/7N and 8; Aisle C-Scotts Valley-San Lorenzo Valley enters from Front, loads on the south side of the island, exits straight thru on Pacific and is used by 30, 31, 32 & 35; Aisle D-Live Oak-Capitola-Aptos-Watsonville enters from Pacific, exits straight thru on Front and is used by 65, 66, 67, 68, 69, 71 and 93. All lines entering the CBD were rerouted to serve the Metro Center resulting in elimination of bus service on the two blocks of Pacific Avenue Mall between Cathcart and Walnut, on the one block of both Walnut and Lincoln between Cedar and Pacific and the block the former Transit Ctr on Soquel between Front and Pacific. Other reroutings effective June 14 were as follows: 8-COUNTY HOSPITAL now runs inbound to the CBD via Ocean, Soquel and Front instead of Ocean, Water and Front (it still runs outbound via Front, River and Water to Ocean) and 75-GREEN VALLEY (Watsonville local route) was changed to exit the Watsonville Transit Ctr at Main & Beach via Main to Rodriguez instead of E. Beach, Union, Maple, Walker and Ford to Rodriguez and added an outbound only loop off Green Valley Road serving Mesa Village via Arroyo, Mark and Mesa Verde.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

WALNUT CREEK: Major changes including inauguration of two new lines and revamping of seven existing services were implemented on September 4th. Line 110-MARTINEZ-CONCORD-CLAYTON ROAD was changed to jog to serve Diablo Valley College from Sun Valley Shopping Center with increased service to DVC for Line 112 and 113 transfers. Line 111-OAK GROVE-GEARY ROAD was extended from BART/CONCORD to take over the former 309-SAN MIGUEL ROAD line. Line 112-COWELL ROAD-CONCORD/BART is the former 302 with service now both ways on South Larwin Avenue and an extension to Clayton Valley High School and Clayton Road via Ygnacio Valley Road and Alberta Way. Line 113-CONCORD BLVD-CONCORD/BART is the former 303 without the segment between DVC and BART. New Line 114-MONUMENT BLVD-CONCORD AVENUE is the former 306 with some extended service to the Buchanan Airport. Line 117-SOLANO WAY-OLIVERA ROAD is the old Line 304 with service in two directions instead of a one way loop. NEW Line 118-SHARY CIRCLE-OAK GROVE which runs on weekdays during rush hours only connects CONCORD/BART with PLEASANT HILL/BART via Monument Blvd, Detroit Ave, Whitman Road, Oak Grove Road, Walnut Ave, Wiget Lane, Ygnacio Valley Road, Bancroft Road and Treat Blvd serving two large industrial parks and numerous schools. NEW Line 120-DANVILLE is the first local service in the area operating between 600AM and 800PM on weekdays only using two Chance Minibuses. Service operates between the Alamo Shopping Center and the Roundhill Country Club and serves most of the generators in this town. Although the 120 is separated from the rest of the CCCTA system connections can be made to and from BART Express Line D-DUBLIN-WALNUT CREEK at Diablo Road and North Hartz Avenue. CCCTA is now receiving ten additional 40 foot Gillig Phantom coaches which will be numbered 600-609. As of August 31st five of the buses had arrived -- 600-604, 40TD-66V92/81133-81137.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: ASI made a number of service changes beginning September 9th affecting the BEVERLY HILLS, HOLLYWOOD and WILSHIRE DISTRICT routes. The LAX-HOLLYWOOD-UNIVERSAL CITY route was altered to now have two branches, one via Beverly Hills and the other via Wilshire District. The HOLLYWOOD VIA BEVERLY HILLS route includes stops at Century Plaza Hotel, Beverly Wilshire Hotel, Hollywood Holiday Inn and Sheraton Universal Premiere Hotel. The HOLLYWOOD VIA WILSHIRE DISTRICT route stops at Hyatt Wilshire, Ambassador Hotel, Sheraton Towne House (once a day), Hollywood Holiday Inn and Universal City Premiere Hotel. Hollywood/Universal City runs hourly with two hour service on the branches. Three Beverly Hills hotels, one Hollywood and one Wilshire area hotel and the Farmers Market which were previously served no longer have ASI service. Equipment wise ASI is inching its way to being an all MCI property. GMC PD 4107 #5901 and PD4108 #5011 and 5012 are in reserve storage and are used only for Sitmar Cruises charters on alternate Saturdays and Wednesdays. All three are minus lettering. The PD4903/4905 GMCs (#1940, 5201, 5202, 5302 and 5401) are considered active reserve but see service almost every day due to maintenance programs. MC7s #4107 and 4108 have been sold to unknown purchasers and the Ambassador Coaches (MC9s #4201 and 4202) are in line service on the LAGUNA HILLS or HOLLYWOOD routes.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: MST's Line 22-MONTEREY-BIG SUR will operate on weekends throughout the winter based, in part, on the better than expected ridership during this past summer. Comparing summer 1983 with this year weekly ridership rose 69 per cent or from 247 to 416 passengers per week. Line 22 connects Monterey, Carmel, Point Lobos and Big Sur and has previously operated only during the summer months. Buses will depart the Monterey Transit Plaza at 1020AM and 220PM and will depart Nepenthe at 1255PM and 345PM. One way running times is eighty minutes. Daily service will be resumed next spring.

MESSAGE TO LOS ANGELES AREA MEMBERS AND SUBSCRIBERS: REMEMBER THAT THE MONTHLY ENTERTAINMENT MEETINGS ARE HELD THE SECOND SUNDAY OF EACH MONTH AT 272 ALPINE STREET IN PASADENA AT 730 PM. MEET NEW FRIENDS AND RENEW OLD ACQUAINTANCES AND SHARE YOUR HOBBYIST INTERESTS.

FRESNO TRANSIT (FT)

FRESNO: Sunday bus service was restored in this central California city beginning September 30th operating between approximately 930AM and 630PM with four lines running half hourly and six others operating once an hour. Those operating every half hour are 30-WEST FRESNO-NORTH BLACKSTONE AVENUE, 32-WEST FRESNO-NORTH FRESNO STREET, 34-NORTH FIRST-FASHION FAIR-WEST FRESNO and 38-WEST FRESNO-CALWA-NORTH CEDAR. Lines operating hourly include 9-SHAW AVENUE CROSSTOWN, 20-WEST FRESNO-HUGHES AVE-MARKS AVE, 22-WEST AVENUE-NORTHWEST FRESNO including a deviation to serve the Glen Agnes section of Fruit Avenue and operating only as far north as Shaw Avenue, 26-NORTH PALM AVENUE-FRESNO AIR TERMINAL, 28-VENTURA AVENUE-DOWNTOWN-CSUF and 35-OLIVE AVENUE CROSSTOWN. Lines without Sunday operation include 24-NORTH FRUIT AVENUE, 33-BELMONT AVENUE CROSSTOWN, 39-CLINTON AVENUE CROSSTOWN, 41-SHIELDS AVENUE CROSSTOWN and 45-ASHLAN AVENUE CROSSTOWN. Sunday service was discontinued about two years ago when city budget funds were reduced for transit. Saturday service is provided on Washingtons Birthday, Memorial Day and Labor Day with no service operated on New Years Day, Fourth of July, Thanksgiving Day and Christmas Day. Earlier in the year former Lines 22 and 31 were combined into a through (downtown) line named 22-EAST TULARE AVENUE-WEST AVENUE-NORTHWEST FRESNO while former Lines 28 and 29 were likewise combined into a new 28-MALAGA-VENTURA AVENUE-DOWNTOWN-CSUF. The 7001-7019 and 7701-7750 series Flxible New Look coaches are now being repainted into the paint scheme that the Grumman 870 model 8101-8112 series and Flxible Metro model 8401-8412 series buses arrived in which is a white roof and around the windows (black windows on ADPs, however), a goldish brown over blue wide belt rail and cream to the bottom with the words "CITY OF FRESNO" in white on the blue portion of the belt rail. The former scheme was white, yellow and blue with the name "FRESNO TRANSIT". Other city owned vehicles are also painted in the "new" bus paint scheme. FT is operating bus service from the Manchester Center and Fashion Fair shopping centers (one line) to all home games of Fresno State's Bulldogs and the service is named the "RED WAVE EXPRESS".

CITY OF GLENDALE SHUTTLE (COGS)

GLENDALE: Financed by Proposition A funds the city called for bids on a service that would run on weekdays between 900AM and 600PM on a loop route beginning at the Civic Center traveling on Broadway, Brand Boulevard, Goode Avenue, Central Avenue, Harvard Street and Glendale Avenue to Broadway charging all customers a 25¢ fare. The provider would have to provide five light transit vehicles each capable of carrying at least 15 passengers. The intent was to have the service operating in time for the Christmas shopping season. Five firms submitted bids - Pacific Busing, Inc. $169,631; Transit Contractors of Van Nuys $180,089; CTS of Pomona $196,649; Jewel City Transportation $209,320 and Diversified Transit of Pomona $247,705 - all for one year of service. The city staff rated the bids based not only on price but also experience, facilities and resources, type of vehicle and potential start up date and recommended to the City Council that PACIFIC BUSING, INC. be awarded the contract. After much discussion including the fact that at least two Council members wished to award the pact to Jewel City because it was the only Glendale based firm to submit a bid, the Council voted 2-2 not to award the pact until the fifth council member was present. Jewel City placed fourth in the point ranking system. It is presently not known when the council will vote but it is believed that the delay will preclude service by the Christmas season.

CITY OF BELLFLOWER (COB)

BELLFLOWER: The southeastern Los Angeles County city presently offers two transportation services to city residents. The oldest is the BELLFLOWER DIAL-A-RIDE which offers on demand service to those over 50 years and handicapped of all ages. DAR operates on weekdays between 9 AM and 5PM and the service is operated by WILMINGTON CAB COMPANY using a Dodge Wide One van lift equipped and painted white, yellow and blue. The city recently acquired a 22 seat special events vehicle known as the BELLFLOWER EXPRESS which is presently being used to transport children from the south side of town to local parks and to transport youth groups throughout the city on special excursions.

TRAILWAYS, INC. (TWI)

LOS ANGELES: Effective with the return to fall schedules on September 5th service in the western area was reduced. One SAN FRANCISCO-RENO-SALT LAKE CITY round trip schedule was dropped resulting in only one daily round trip now between those points. One CALEXICO-MEXICALI round trip was discontinued with two daily round trips continuing. The Los Angeles-El Paso portion of a Thru Bus to and from San Antonio and Houston was dropped as was a LOS ANGELES-SAN DIEGO-PHOENIX-FLAGSTAFF round trip. These discontinuations now provide only two round trips between Los Angeles and San Diego, one a local schedule between those two cities and the other a through bus to and from Dallas. The FLAGSTAFF-SEDONA-COTTONWOOD-PRESCOTT-PHOENIX route is now being operated by PIONEER TRAILS, INC. of Flagstaff who is providing two daily round trips which are shown in TWI timetables. PTI also operates north of Flagstaff to Page, Arizona. There are now four route segments in the western and Rocky Mountain areas which are no longer served by TWI companies (Ed. Note -- it is not known if the certificates are just not being operated or if they have actually been abandoned) -- Flagstaff to Kanab, Utah (TRAILWAYS WESTERN LINES), Kanab to Richfield, Utah (TRAILWAYS ROCKY MOUNTAIN LINES), Beaver, Utah to Spanish Fork, Utah (AMERICAN BUSLINES, INC.) and Salt Lake City-Cheyenne, Wyoming-Grand Island, Nebraska (AMERICAN BUSLINES, INC.) The segment of TWL's route between Flagstaff and Page, Arizona is now being served by PIONEER TRAILS, INC and the two routes of ABL are, and have been, served by GREYHOUND LINES-WEST. The California Public Utilities Commission has given TRAILWAYS WESTERN LINES and AMERICAN BUSLINES, INC. authority to increase passenger fares on the basis of mileage, inter-intrastate.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The following are applications and decisions being handled by the Commission:

W. Pencifield et al dba TRAVEL CONNECTIONS TRANSPORTATION granted a certificate between points in Nevada County and Sacramento Metropolitan Airport.

J. F. Burroughs (VISALIA-FRESNO LIMO SERVICE) granted a PSC between Visalia and the Fresno Air Terminal.

THE SNOW TURTLE (C. M. Guyon et al dba) granted a certificate between points in Alameda County and points in Placer County.

AIRPORTER EXPRESS awarded a PSC between Alameda County points and both Oakland and San Francisco International Airports.

UNITED SHUTTLE SYSTEMS, INC. can now extend service between points in Merced County and the Sacramento Metropolitan Airport.

Caldezon, Inc. has filed an application to acquire control of CALIFORNIA PARLOR CAR TOURS, INC. through the acqusition of outstanding stock from GREYHOUND LINES, INC.

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. has filed an application to abandon its present certificate between Los Angeles and Death Valley National Monument and intermediate points which has been used for sightseeing tours.

S. Hill dba SENIOR CITIZENS SHARE RIDE has filed for a certificate between Long Beach and Los Angeles International Airport.

The Commission has issued a resolution granting PINETREE SERVICE CORPORATION (AIRPORTCOACH) authority to add the San Bernardino Hilton as a stop on its PALM SPRINGS-ONTARIO INTERNATIONAL AIRPORT-LOS ANGELES INTERNATIONAL AIRPORT route.

California No. 1 Travel and Tours, Inc. has filed requesting a PSC between points in Rowland Heights, surrounding areas and John Wayne Orange County Airport.

GILLIG CORPORATION (GC)

HAYWARD: Leyland Bus, Britain's government owned bus manufacturer will, later this year, begin to sell its Olympian model in the United States through the Gillig Corporation. If the venture is successful Gillig may also become a manufacturer of the famous double deckers. Gillig President Denny Howard was quoted as saying that if the firm were able to sell 150 Olympians each year, mainly to cities in the West, then it might become economically feasible to build the buses in Hayward. GC traces its roots to the 1890s and San Francisco has 300 employees and presently turns out about 400 conventional transit buses and 700 recreational vehicle chassis each year and for many years was a builder of school buses. Leyland has had difficulty selling its buses in the United States except as a novelty for sightseeing. GRAY LINE OF SAN FRANCISCO operates eight of the buses in The City but the buses, at 14½ feet high, require special permits and can only operate within San Francisco. The British company said that it had conducted a two year study of the North American bus market and believes that the Olympian, equipped with American engines and modified to meet environmental requirements, could replace about 5,000 of the 50,000 conventional buses presently operating throughout the country. Gillig and Leyland had been talking for about two years and have come to the conclusion that the double decker market will not develop quickly. Current plans call for Leyland to ship the complete bus with American engine to the United States and Gillig would be the sales agent for Leyland and would also handle servicing. The Olympian presently costs about $117,000 to build in England and it is estimated that construction in this country would cost about $200,000 per unit.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: GLW implemented its fall and winter schedules on September 4th which included a number of reductions from the summer service levels. There is one less RENO-SALT LAKE CITY round trip, one less LAS VEGAS-SALT LAKE CITY round trip and one less LOS ANGELES-ALBUQUERQUE-ST. LOUIS-NEW YORK round trip. The former BOISE-POCATELLO trip connecting to/from a Portland schedule was changed to a PORTLAND-BOISE-POCATELLO schedule with one less PORTLAND-SALT LAKE CITY round trip. On the Redwood Highway the former PORTLAND-COOS BAY-EUREKA-SAN FRANCISCO through round trip was cut back to a PORTLAND-COOS BAY and a EUREKA-SAN FRANCISCO round trips and one UKIAH-SANTA ROSA-SAN FRANCISCO round trip was also dropped.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: Riders boarding PTS buses in the cities of Phoenix, Glendale, Scottsdale and Tempe now have a consistent set of fares. The basic adult cash fare has been set at 75 cents representing a ten cent increase in fares in Glendale and Phoenix and retention of the former fare in Tempe and Scottsdale. Current practice allows each city to set the fare structure for passengers boarding the bus within its boundaries and in the past riders were charged different fares based upon their point of origin. It is estimated that PTS will now be able to generate 30 per cent of its operating costs through the farebox revenues.

OREGON STATE TRANSIT LOTTERY

SALEM: In an effort to secure a permanent funding source for transit in Oregon, an initiative petition effort was launched to establish a statewide lottery with the proceeds dedicated to transit. However, the effort failed to raise the required number of valid signature to be placed on the Oregon statewide ballot in the November election. Proceeds would have gone to public mass transit systems and systems which serve elderly and handicapped persons and would have been allocated on a passenger-mile basis. Supporters gathered over 85,000 signatures but 83,361 valid signatures were needed and the preliminary verification of signatures eliminated 5,000 signers. The bulk of the signatures were gathered by liquor store operators around the state and also in restaurants and by those interested in senior citizen and handicapped issues. Petition backers have indicated that they still feel there was a victory got the project which lacked the major funding of other initiative drives and was primarily a volunteer effort.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
People Mover (Anchorage)	6101-6122	GMD	T6H5307N/E3500112-133	
Citifare (Reno)	120-126	GMC	T7060A/822506-822512	lift equipped
San Francisco Municipal Rwy	(4500-4569	Flyer	D902102A0/3026-3095	Canadian built
	(4570-4679	Flyer	D902102A0/3096-3205	Final assy in US
	(6000-6099	MAN	SG-310-203-12/EC8106A6, 820711-EC81080	Articulateds
County Transit (San Jose)	1561-1584	Flxible	A0102-6T/05011-05034	
Torrance Transit System	417-420	Gillig	A0TB1026V92/E1080828-831	
AC Transit	(1400-1483	Gillig	A0TB966V92/E1080830-80922	
	(1500-1549	Gillig	A0TB966V92/E1080923-80702	Painted blue for BAPT service
Santa Barbara MTD	257-276	Gillig	A0TB966V92/E1080999-81018	
Santa Cruz Metro Transit	8066-8068	Gillig	30TB966V92/E1081025-81027	Front door lift
Westours	(162-168	MCI	MC9/EP035853-35850	
	(169-176	MCI	MC9/CP037006-37013	
Evergreen Trails	200	TMC	MC9/DR003803	
California Penitentiary	unkn	TMC	MC9/ER00A255	
L. A. Sightseeing	unkn	TMC	MC0/ER00A257, 0A250	
Greyhound Lines-West	(8953-8957	TMC	MC0/ER00A250, 0A253, 0A256, 0A258, 0A261	
TART (Tahoe City)	(3-5	Bluebird	CityBird/-	26', rear ski compartment, 1 door
Placer County Transit	704-706	Ford/Natl	Econo/EscortII/-	lift equipped
-USED-				
Southwest Coaches	S254	GMC	PD4104/4067	Kopecky 2A01
Peerless Stages, Inc.	344	GMC	SDM5301/580	SVRL 209
Americoach	3025	GMC	TDH5304/1006	RTA 156
Roberts Holiday Lines	705,712	GMC	T8H5305A/105,112	GGT 705,712
STAGE (So.Lake Tahoe)	(3051-3052	M/B	0300D/301382-10-224883, 224929	lifts
Squaw Valley USA	(1	Ford	700/Bluebird	sch bus blt '65
	(2-3	GMC	Ward/-	" " '81
-DISPOSITIONS-				
Orange County Transit	0732	Transch	2221S/7042	to Teen Crew Star

# # # # # # # # # # #

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