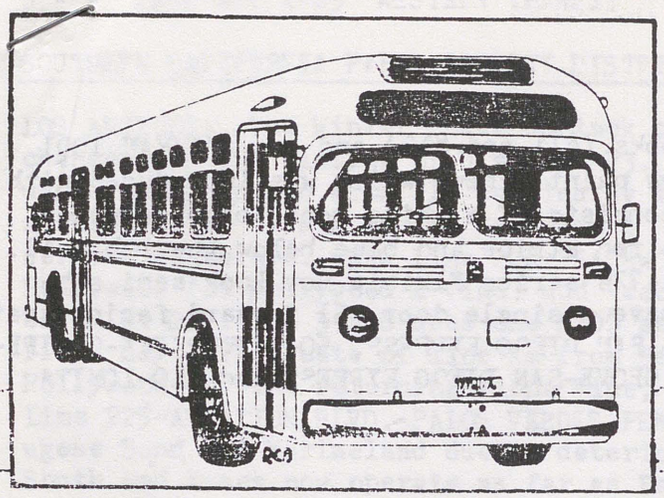


Western Transit

Monthly Publication of The Western Transit Society

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SIMS EXECUTIVE AIRPORT SHUTTLE (SEAS)

LOS ANGELES: SEAS has started a new second route connecting Los Angeles International Airport with the Marina Del Rey and Santa Monica areas. The LAX-MARINA DEL REY-SANTA MONICA route has pick up points in Santa Monica at Miramar Sheraton Hotel, Huntley House, Shangri-La Hotel, Holiday Inn Santa Monica and in Marina Del Rey at Bay View Plaza Holiday Inn and the Pacific Shore Hotel. Seven other Santa Monica hotels are also served on an on-call basis and an $8 fare is charged to all passengers to/from all points. Service operates between 600AM and 1030AM with 11 trips from LAX and 22 trips from Santa Monica. SEAS is upgrading its fleet and has purchased a number of new two tone brown Dodge Ram 350 Royal vans which can seat up to ten persons.

AIRPORT BUS OF BAKERSFIELD (ABOB)

BAKERSFIELD: In a new timetable dated March 1, 1984 ABOB made several changes in its operation. Five round trips, instead of six, are now operated between Bakersfield and Los Angeles International Airport and Saugus and Burbank Airport are no longer served. Previously Saugus was served on an on call only basis. ABOB's Bakersfield terminal has been moved to 25th and F Streets as well. ABOB has also started a tour division, ABB TOURS which operates a number of escorted tours with complimentary snack/beverage service to places such as Lake Tahoe, San Francisco, San Diego and Las Vegas.

AIRPORTCOACH (APT)

CYPRESS: This division of Pinetree Service Corporation made several changes on its LAX-ONTARIO-SAN BERNARDINO-PALM SPRINGS-PALM DESERT route last November 1st. Three trips are now operated departing LAX at 900AM, 100PM and 700PM with departures from Palm Desert at 430AM, 800AM and 1245PM. Pick up points now include all terminals at LAX plus, on a reservation basis, Imperial Terminal, Ontario Airport, Kettle Restaurant in San Bernardino, Hilton Riviera Hotel in Palm Springs and Denny's Restaurant in Palm Desert. Two buses are needed to operate this service and 4500 series MC-9s are used. Package express service is also available limited to packages with a maximum weight of 50 pounds for each package. APT and CALIFORNIA CHARTER BUSES recently moved into the former RTD Division 18 facility on 100th Street near Vermont which is about one half mile from the location of PINETREE TRANSPORTATION COMPANY's yard for school buses.

SANTA BARBARA AIRBUS (SBA)

SANTA BARBARA: SBA is now operating seven round trips Monday thru Saturday with six on Sunday between LAX and Santa Barbara (Best Western El Patio Motor Hotel), Isla Vista (Pruitts Market) and Goleta (Holiday Inn). A special five round trip schedule is operated on legal holidays except that SBA does not operate on Christmas Day. One way fares to/from all Santa Barbara County points are $22 for adults, $20 for seniors and $16 for children with a reduction for the purchase of round trip tickets.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: At least two 801 series GMC T8H5307 New Looks (811 and 812) and one AMG/MAN 1001 series articulated bus have been repainted into the new paint scheme which was introduced with the arrival of the Gillig Phantom buses. The scheme consists of a white roof, black around the windows and front headsign area, white body with a red stripe and blue below the rub rail. SDTC has issued RFPs for the rehabilitation of the 701-725 series Flxible New Look semi suburban buses which were purchased in 1974. The buses have a single door, 51 forward facing seats and are assigned to Lines 40-SAN CARLOS-ALLIED GARDENS-SAN DIEGO EXPRESS, 50-UNIVERSITY-CLAIREMONT-SAN DIEGO EXPRESS, 90-EL CAJON-GROSSMONT-COLLEGE GROVE-SAN DIEGO EXPRESS and 110-LOMITA VILLAGE-VALENCIA PARK-SAN DIEGO-HARBOR ISLAND EXPRESS.

SOUTHWEST COACHES, INC. (SWC)

SAN DIEGO: The SAN DIEGO-CORONADO IMPERIAL BEACH Line 901 which is operated by SWC and funded by the Strand Express Joint Powers Agency with funds from the cities of Coronado and Imperial Beach was changed in two ways last March 2nd. The adult cash fare was raised from 80¢ to $1 with no changes to other fares and the routing of service after 600PM all days and all day long on holidays was changed between 10th & Broadway in San Diego and the San Diego-Coronado Bay Bridge. Coronado bound trips operate via Broadway, 11th Ave., E Street and Interstate 5 to the bridge approach. San Diego bound trips travel via bridge, Interstate 5, B Street, 10th Ave. and Broadway.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: Beginning January 1st round trip discount fares were initiated which are priced at ten per cent below two one way tickets. The discount fare tickets are only available at ASI ticket agencies. Twenty ride commuter books (which sell for the price of ten one ways) are no longer restricted to 45 days from the purchase date and they are now good for one year. As new ASI tickets are printed they will contain language restricting their use to ASI buses so that they will not be valid on LOUNGE CAR TOURS and TOWN TOUR FUN BUS airport services as the three firms are still in a war of competition for Disneyland area/LAX riders. (It has been one year since the ASI roster was published and quite a bit of activity in equipment shifts has caused the roster to look quite different - in the Equipment Report section WT will be detailing the changes - Ed.)

CHRISTMAS BUSES - PART II

In the January 1985 WT we listed the buses which had been painted for Christmas 1984 celebratio that were known about. Since that time additional information has been received. AC TRANSIT had not one but two buses festively decorated - 40 foot Gillig Phantoms 1162 and 1163, GOLDEN GATE TRANSIT 1036, a GMC RTS II, was also painted and SAN FRANCISCO MUNICIPAL RAILWAY painted Flxible New Look 4009 which was also sporting a new power plant.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Recent applications to and decisions of the Commission include the following:

GOLDEN STATE LIMOUSINE, INC. was authorized to extend its certificate between points in San Fra cisco and San Francisco International Airport.

S. Scott dba SCOTTIES BREAKAWAY TOURS was awarded a passenger stage certificate between San Fra cisco and Guerneville.

J. M. Edmister et al dba DIRECT CONNECTIONS AIRBUS granted a certificate between San Diego et a and John Wayne/Orange County Airport.

COMMUTER BUS LINES, INC. passenger stage certificate granted by D82-01-043 suspended.

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FEBRUARY 1985 WESTERN TRANSIT

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Winter Shake Up took place on December 30th and with it came several service changes and the closing of Division 23. Service wise Line 217-FAIRFAX AVENUE-HOLLYWOODLAND was divided in two with 217 continuing to operate between the West Los Angeles Transit Center at Washington & Fairfax and Franklin & Gower in Hollywood on the same frequencies and spans of service as before. NEW Line 208-BEACHWOOD SHUTTLE was established to operate between central Hollywood (at Hollywood & Vine) and Beachwood and Westshire in Hollywoodland. The line is based at Division 3 and uses one 4100 series Carpenter 30 foot bus - 4109 was the bus on the first day. The route of line is from Beachwood & Westshire via Beachwood, Franklin, Argyle, Hollywood to Vine returning along Vine, Franklin and Beachwood to the Hollywoodland terminal. Line 225-AVIATION BLVD.-PALOS VERDES PENINSULA was shortened to no longer operate between Portugese Bend and Marineland due to deteriorating roadbed conditions along Palos Verdes Drive South and buses now operate as far as Palos Verdes Drive South and Schooner Drive with 25th & Western as the terminal. Weekend service on Lines 304-SANTA MONICA BOULEVARD LIMITED, 320-WILSHIRE BOULEVARD LIMITED and 333-VENICE BOULEVARD LIMITED was changed so that all trips now operate between downtown and the various terminals at the beach. Previously only the first few morning westbound and afternoon eastbound trips operated to/from downtown with other trips using a terminal in the vicinity of Vermont Avenue.

Construction activities have been completed at Division 5 (54th and Arlington) and most of the bus lines which were based at Division 23 were transferred to Division 5. Division 23 was a temporary operation facility at Slauson and Western (a former yard for school buses of LADNEP & DAVIDSON LINES) which opened in May 1983 to relieve space for construction at Division 5. Lines involved included 108-SLAUSON AVENUE, 110-GAGE AVENUE, 111/112-FLORENCE AVENUE and 206-NORMANDIE AVENUE. On December 9th Line 207-WESTERN AVENUE was transferred from 23 to Division 18 in Carson in advance of the rest of the moving. Specific 7000 series Flxible New Looks and 8600 series GMC RTS II buses were based at D23 although only limited maintenance capabilities were available. All buses pulling into Division 23 between noon and 600AM were routed via Division 5 for fueling, cleaning and other maintenance requirements. When operators pulled into D5 they picked up another ready bus and drove that one back to D23. Between 600AM and noon (morning trippers returning to the division) buses operated directly to Division 23.

February 2nd was the date of an RTD public hearing on proposals to increase transit fares and make service adjustments beginning on July 1st, the end of the Proposition A Reduced Fare Program. At that time a major portion of local tax monies used to subsidize the cost of the bus system and keep fares low will be reallocated to help develop a rail rapid transit system for Los Angeles County. The reallocation of these funds is mandated by the Proposition A Transit Sales Tax Referendum which was approved by the voters in 1980. Unless replacement sources of funding can be secured to offset the loss of Prop. A funds RTD will need to raise fares (to generate more revenue) and reduce service (to trim expenses) to ensure a balanced budget. Fares proposed were regular cash fare of 75¢ (now 50¢), express distance step charge of 30¢ (now 25¢), elderly and handicapped cash fare of 35¢ (now 20¢), student cash fare of 75¢ (now 20¢), a transfer fee of 10¢ per use rather than a one time charge, regular monthly pass at $34 (now $20), college/vocational pass at $24 (now $4), student pass at $18 (now $4) and elderly/handicapped pass at $9 (now $4). The RTD Board will accept testimony but will not make any decisions regarding either fares or service until at least the February 16th Board of Directors meeting.

Construction will soon begin (and take about two years to complete) on an additional mile extension of the San Bernardino Freeway Express Busway between Mission Road and Alameda Street. The extension, largely elevated, will carry the Busway over the Los Angeles River and run parallel to the Santa Ana/Hollywood Freeway to the Union Station including an elevated structure over a small portion of Union Station's passenger loading and unloading tracks. West of Alameda the buses will follow their present routings through downtown Los Angeles.

SUPPORT YOUR SOCIETY BY ATTENDING THE MONTHLY MEETINGS THE SECOND SUNDAY OF EACH MONTH AT 730PM

TRAILWAYS, INC. (TWI)

LOS ANGELES: January 3rd saw increases in TWI service in the west and Rocky Mountain areas after a series of service reductions in recent months. One additional daily round trip (for a total of two) was added on the LOS ANGELES-LAS VEGAS-COVE FORT-GRAND JUNCTION-DENVER route operated by AMERICAN BUSLINES, INC. and TRAILWAYS ROCKY MOUNTAIN LINES. One SAN DIEGO-SANTA ANA-SAN BERNARDINO round trip connecting with the new Las Vegas schedules (above) was also added. An additional LOS ANGELES-SAN DIEGO-TUCSON-EL PASO schedule was added as an extension of an EL PASO-SAN ANTONIO-HOUSTON trip. The one SALT LAKE CITY-PROVO-RICHFIELD schedule of TRML connecting with Denver-Cove Fort-Los Angeles schedules was totally changed. The bus now leaves Salt Lake City 7:45PM (was 7:00AM) returning from Richfield at 12:30AM (was 11:30AM). In the Pacific Northwest one Portland-Seattle round trip was discontinued while one Seattle-Eugene round trip was extended to/from Medford.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA inaugurated three new designated day services plus made changes on six existing lines on December 3rd. NEW services include the EL PASEO TROLLEY in Palm Desert operating ervery 30 minutes (9:30A-5:30P) daily. From the Palm Desert Town Center via Plaza Way, El Paseo, Highway 111 and Granada Royale returning via the reverse routing. The NORTH PALM SPRINGS-DESERT HOT SPRINGS line operates Tuesday and Thursday only at a 35¢ fare. From Indian and Dillon buses travel Indian, Pierson, Palm Drive and across Two Bunch Palms to Mons. One trip only starting 8:49A ending 9:13A. Return via reverse routing departing Mons at 10:35A on Tuesday and at 12:0P on Thursday. Patrons are advised to call Desert Hot Springs Tel-A-Ride for later return service. Service on the 1000 PALMS MOUNTAIN VIEW APTS-CASA COLINA-PALM SPRINGS MALL line runs Monday, Wednesday and Friday. Westbound there is one trip (9:00AM-9:55AM) leaving Ramon & San Miguelito, Desert Palms Clubhouse, Desert Moon, Ramon, Date Palm Dr, Ortega, Mountain View, 34th, Date Palm, 35th, unnamed roadway, 36th to Lucky's, Date Palm, Ramon, Casa Colina, Ramon, Sunrise Way, Tahquitz Way to Sunset Way (Palm Springs Mall). The return trip departs the Mall at 11:00AM Wednesday and Friday and at 1:00PM on Monday. The last new line is WESTERN VILLAGE-OASIS-PALM SPRINGS. From Tahquitz and McCallum via Tahquitz, Sunrise Way, Ramon, Indian, Racquet Club, Palm Canyon, Overture, Palm Oasis, Bonanza Rd, Western Village returning via Lariate Rd, Bonanza, Overture, Palm Canyon, Ramon, Sunrise Way and Tahquitz to Mc Callum. These new lines all charge 35¢ one way fare. The north end of Line 1-CANYON HOTEL-DESERT HOSPITAL was also changed - former route to Palm Canyon and Indian, then Tahquitz, Sunset, Alejo, Sunrise, Tachevah, Indian to El Mirador returning El Mirador, Miraleste, Tachevah, Sunrise, Alejo, Sunset, Tahquitz, Palm Canyon, LaVerne, Toledo and Murray Canyon to Palm Cyn. Line 2-RIVIERA HOTEL-SAN LUIS REY had a minor route change downtown to operate along Desert Museum. Line 4-LA QUINTA-PALM DESERT had a major route change. New route is Palm Desert Town Center via Fred Waring Dr, Washington, Eisenhower, Calle Tampico, Avenida Bermudas, Calle Tampico, Eisenhower and Calle Potrero returning via Avenida Obregon, Calle Tampico, Avenida Bermudas, Calle Tampico, then reverse. An eastbound trip, at 2:46PM, operates via Washington, Ave. 42 and Yucca Lane to Christian School of the Desert. This also occurs at 7:46AM. Line 19-DESERT HOT SPRINGS-COACHELLA now operates every half hour Monday thru Saturday and hourly Sunday service between 9:00AM and 6:00PM was also added. Selected Line 19 trips have been extended from Coachella through Thermal to Mecca. The Northbound trip from Coachella at 7:30AM originates in Mecca at 7:15AM and southbound trips at Coachella at 7:00AM and 6:32PM operate south to Mecca. Line 20-PALM SPRINGS-COACHELLA had slight time adjustments and minor routing changes in Indio. The SUN SPECIAL, which uses double decker buses, was also rerouted on its north end to operate to Tramway Road. Formerly the line traveled via Indian and Marquet Club returning via Palm Canyon. It now returns via Tramway Road and Palm Canyon.

CITY OF RIVERSIDE DIAL-A-RIDE (DAR)

RIVERSIDE: DAR, which operates a Dial A Ride service for elderly and handicapped residents of this city, has received federal funds to purchase five vans which will carry up to ten passengers and be lift equipped. DAR will replace five vans in the current fleet which includes a number of Fortibuses and Dodge vans, some of these former RIVERSIDE TRANSIT AGENCY units.

COMMUTER BUS LINES, INC. (CBL)

SACRAMENTO: CBL has operated from two facilities, one in West Sacramento and the other in Lynwood, the former garage of CROSSTOWN SUBURBAN BUS LINES, for several years providing home to work commute service, service from Orange County and South Bay points to Santa Anita Race Track, a shuttle service for State employees in Sacramento and, since January 1, 1982 has been the contract operator for YOLO TRANSIT SYSTEM (YOLOBUS), a five route system connecting Sacramento, West Sacramento, Bryte, Broderick, Davis and Woodland. Also operated were two home to work routes, FOLSOM-SACRAMENTO and PLACERVILLE-AUBURN-SACRAMENTO using parlor coaches. The YOLOBUS equipment included both transit and suburban buses. Southern California buses are mostly parlors but there are also some suburbans. On January 3rd following receipt of a California Highway Patrol report to the Public Utilities Commission stating that CHP inspectors had found numerous safety violations on buses at the West Sacramento facility the PUC suspended the Sacramento area passenger stage certificates for up to sixty days. Beginning January 4th none of the Sacramento area operations were provided and political officials in the affected counties began to make other arrangements for transit. In Yolo County initially the County Board of Supervisors cancelled the $1 million a year with CBL, then arranged to lease sixteen buses from GOLDEN GATE TRANSIT (GMC T8H5307As) on a temporary basis, voted to hire CBL to continue operating the service using the GGT buses for up to six weeks while another firm was obtained and the PUC then lifted the suspension of CBL's certificate. Regular service was reinstated on Tuesday January 8th. Yolo County officials met with representatives of several firms interested in obtaining a contract to run YOLOBUS. These included ATE Management and Service Company, DAVE SYSTEMS, ALL CAL TOURS, TAYLOR BUS SERVICE, RUSSELL TRANSPORTATION, AMADOR STAGE LINES, REGIONAL TRANSIT and ARA TRANSPORTATION. Each firm was to submit a service proposal by January 18th which would include the ability to provide its own buses since the GGT buses could be returned as soon as the lease agreement was cancelled. This proposal would cover service to June 30, 1985 as RFPs for a long term contract will soon be sent out. ATE's Transit Contractors was awarded a contract beginning February 1 to June 30 to operate the system first using the GGT buses and then other leased buses, perhaps from REGIONAL TRANSIT but the source is presently not known. In other areas the City of Folsom has contracted with AMADOR STAGE LINES to provide the FOLSOM-SACRAMENTO service while the PLACERVILLE-AUBURN-SACRAMENTO line has yet to restart and Placer County officials have asked RT to add an additional round trip on their Line 100-ROSEVILLE-OAKRIDGE-SACRAMENTO EXPRESS. The State Shuttle is being operated by another firm (unknown which one to WT). CBL's attorney has indicated that the firm will probably ask for another round of inspections and a rehearing by the PUC but it is unlikely that CBL will be operating much of its former network.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

WALNUT CREEK: NEW Line 990-BISHOP RANCH (PACIFIC BELL)-BART/LAFAYETTE began operating January 21st. One morning and one afternoon round trip are offered and the service is being fully funded by Pacific Bell and will be open to both the general public and Pacific Bell employees. Expansion of service levels including midday and evening is expected as more Bell employees are moved to the San Ramon facility. All fares are prepaid and no cash will be accepted on the bus. One way $1 tickets and 40 ride punch cards for $40 are available. Bell employees will be able to purchase the 40 ride card for $35. Passengers boarding at BART need to present a valid BART transfer along with their card or ticket to assure that people are coming to the station by BART and not coming by car and parking worsening the parking situation. Operationally the buses pick up people in the morning at BART and proceed non stop to Pac Bell at Bishop Ranch. After riders have been unloaded the bus will proceed to a bus stop at Hilscher Way and Crow Canyon, pick up passengers and again proceed non stop to BART. In the afternoon the bus will begin at Pac Bell proceed to BART and return from BART to Crow Canyon Road and Crow Canyon Way to discharge the general public. February 1st saw some fare changes. Youth (6-17) fares were increased a dime to 35¢ and monthly passes were replaced by 20 round trip Commuter Card ($15) or Adult 40 Ride Punch Pass ($22). CCCTA is preparing to go out for bids on 10 to 15 more 40 foot buses. At least ten are needed for expansion of the recently started Danville service area as well as the expected Pacific Bell service increases.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI is presently looking at demonstrator buses which could replace fifty AM Generals in the fleet in the next two years. A 35 foot Flyer is on the property in the MUNI paint scheme plus the black window effect. The bus is air conditioned and has seating for wheelchairs, but no lift. It was built in September 1981 and is Model D10?A10?35, Serial D10?35 ?515. The Flyer bus will be used in service for about two months on Line 37-CORBETT. Soon a number of buses which are storage awaiting sale will be stored at Pier 90 - the units will include some Mack CH9DTs, Flxible New Looks and about 150 GMC T8H5305s.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The tenth Annual General System Shake Up takes effect on February 17th and with it a number of service changes. Sunday service (hourly between 900AM and 600PM using two buses) will be instituted on 33-MAGNOLIA, 53-MALL OF ORANGE-BALBOA will be rerouted to operate directly along Main Street through downtown Santa Ana instead of diverting along Civic Center, Ross and 5th or Santa Ana Blvd and in south Santa Ana/Costa Mesa will also be rerouted to operate on Red Hill between Bristol and Baker and on Baker between Red Hill and Bristol and 61-NEWPORT CENTER-SANTA ANA VIA JAMBOREE will be extended from Santa Ana Transit Terminal to Sixth and Flower and, in Irvine, the line has been rerouted via Main, Von Karman and Campus instead of directly along MacArthur. 70-EDINGER AVENUE was also rerouted in downtown Santa Ana and now originates/terminates at the Santa Ana Transit Terminal. Line 75-LAGUNA HILLS-EL TORO-SANTA ANA had an alternate route established operating during weekday rush hours. Between Laguna Hills Mall and Trabuco & Lake Forest the 75A will operate via Paseo De Valencia, Avenida De La Carlota and Lake Forest Drive. 60 minute headways will be operated on the alternate and regular routings in the south. Line 78-LAGUNA HILLS-LONG BEACH was altered in three areas - in Laguna Hills buses now operate directly along Moulton Parkway instead of diverting along the Santa Vitorria loop, Long Beach trips operate along the San Diego Freeway between Culver Drive and Bristol Street instead of traveling through industrial Irvine and in Huntington Beach the routing will be a one way loop via Beach, Center, Gothard, Edinger and Beach for trips both northbound and southbound. Line 80-HUNTINGTON BEACH-SANTA ANA VIA VICTORIA & SC. FLOWER was also altered in three areas - in Huntington Beach the western turnaround loop is routed via Atlanta, Lake and Fifth to Orange, in Costa Mesa service was discontinued along Anton Avenue and Avenue of the Arts and now runs along Sunflower and in Santa Ana buses loop around the Santa Ana Terminal and the terminal is now Sixth and Flower. The original plan, which is now scheduled to take effect in June, was to extend the line along 5th and Santa Ana Blvd. to Santiago Street and inside the under construction Regional Transportation Center, a new facility replacing the present Santa Ana AMTRAK station which will also include spaces for local and intercity buses, airport services, limousines and taxicabs. Line 100-ANAHEIM STADIUM SERVICE will resume in April operating on weekends carrying Angels fans from Mission Viejo Mall and Laguna Hills Mall to Anaheim Stadium for California Angels home games.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The LACTC is currently planning for the Los Angeles-Long Beach Light Rail Line as the first in a series of rail transit lines throughout the county. Initially planned as a singl track system entirely at street level the line has been subjected to disputes over the actual alignment in several communities and the large volume of freight traffic sharing the rail line would make single track operation too slow. In downtown Los Angeles the alternative most well received is a subway from the 7th & Flower terminal south to a point between 11th and 12th where the line would surface. Aerial operation and grade level operation both have received oppositio In Compton LACTC favors street level operation on the Pacific Electric right of way along Willow brook Avenue while city officials want a below ground but uncovered route. In Long Beach opinions were so fractured over the appropriate routing (Atlantic Avenue, Long Beach Boulevard or along the Los Angeles River all ending in the downtown area) that additional hearings had to be held last month and the LACTC proposed a new alternative of ending the rail line near Willow and Long Beach Blvd with passengers transferring to/from buses to/from downtown Long Beach.

N CITY AREA TRANSIT (SCAT)

EL PASO: Last July 9th an additional Buspool route commenced operations. SO-BERP VIA FARAH/PAISANO and HAWKINS started with one morning southbound trip and one afternoon northbound trip. The line begins at Fred Wilson & Russell and travels via Russell, Kemp, Dyer, Van Buren, Copia, Alameda, Chelsea, El Paso Drive, Paisano (serving Farah/Paisano Plant), Interstate 10, Gateway West and Hawkins to the Farah Gateway Plant. SCAT's Buspool service costs 50¢ per trip with transfers neither issued nor honored and monthly passes at $20 available. Proposals are now being studied from consulting firms aimed at analyzing present SCAT routes and schedules with an eye toward increasing ridership and improving operating efficiency. The last major change occurred in May 1982. National Transit Services of Houston bid $19,957; McDonald Transit Associates of Fort Worth bid $22,934 while ATE Management & Service Company bid $100,420. The city was awarded a $25,000 grant to fund the study and SCAT staff have indicated that it is unlikely that ATE will be awarded the contract based on price. It is expected that consultants will recommend beginning bus service to the Colonia Del Prado area in the Lower Valley, the Shearman Addition area in Northeast El Paso and to add service to the far Eastside and Westside. The City of El Paso put up ten of the former EL PASO CITY LINES PCC streetcars for sale during the month of January through a sealed bid although at bid opening there were no bids received. The ten cars in question (1500-1503, 1505, 1507, 1509-1510, 1516 and 1518) have been stored outside and are in the poorest condition. 1501 and 1507 have been badly cannibalized already. It is unknown what the reason for the sale was. A capital assistance grant for Fiscal Year 1984 has been filed with UMTA and includes funds for purchase of a one half acre parcel in Ysleta and the reconstruction of Candelaria Street for a future satellite terminal in Ysleta. El Paso's voters may again have the opportunity to vote on the creation of a regional transit authority with an independent board who would have authority to raise the local sales tax by up to one per cent. The particulars of the agency structure and taxing abilities are now being discussed by the political leaders, but the reason for the authority is to be able to provide transit service outside of the city limits and expand operating hours and not be tied to available city funding which has recently caused transit expenditures to be reduced. A previous election on this matter was held in November 1981 was only 43 percent of the voters.

LIVA, INC. (LIVA)

CANUTILLO, TEXAS: During December two public hearings were held on LIVA's proposal to seek federal assistance to provide door to door responsive transportation for the general public from the rural areas of El Paso County into the commercial areas and, when necessary, into the City of El Paso to medical, social and governmental offices. The headquarters would be Canutillo with a branch office in Fabens and the program would be corrdinated with Project PRAYO Medical and Elderly Services Transportation.

ROYAL HYWAY TOURS (PHT)

SEATTLE: PHT has signed an agreement with Motor Coach Industries to purchase ten new intercity buses, MCI's model 96A3, in time for the new company to serve tour operators in Alaska who have contracted for motorcoach transportation included in their tours. PHT will offer local sightseeing tours in Skagway, Ketchikan, Juneau, Anchorage and Fairbanks as well as provide highway transportation between major points in Alaska. Orders for 28 additional buses are expected to be placed this year.

WESTOURS (WT)

SEATTLE: WT will also purchase new MC9 buses this year, 44 of them, with 20 to be used in sight seeing operations in Juneau and 16 in highway travel between Whitehorse, Valdez and Anchorage. WT's fleet will now total 220 buses, 180 based in Alaska and 40 in Seattle with these units used primarily for WT's Canadian Rockies programs.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Kerrville Bus Company	V718-V719	TMC	MC9/ER00L322,LL20	
Greyhound Lines-West	(8958-8972	TMC	MC9/ER00L26L,L266,L269,	
	(		L272,L275-L276,	
	(		L281,L287,L293,	
	(		L299,L302,L305,	
	(		L311,L313-L31L	
DISPOSITIONS				
Airport Service, Inc.	(1001-100L	GMC	S8M5303A/220-223	to GO American
	(1101-1102	GMC	S8M5303A/287-288	"
	(13L0-13L1	GMC	S8M530LA/078-079	"
	(L10L,05,09	MCI	MC7/S89L8,89L9,8053	leased to Pac Coast Sightseeing Tours
	(L107-L108	MCI	MC7/S8051,8052	to Flowing Wells Sch-
	(5201-5202	GMC	P8ML005A/152-153	ool in Tucson
	(5010,LL,15	GMC	PDL108/02L,013,01L	to APA Transportation
	(5L01	GMC	P8ML108A/126	in Colorado
	(5901	GMC	PDL107/1232	"
	(5011-5012	GMC	PDL108/025,011	to Christian Carriers
	(5701,02,0L	GMC	PDL107/702,703,619	"
	(5801	GMC	PDL107/1130	to Classic Adventures
	(590L	GMC	PDL107/1229	to church in Bellflwr
	(L106	MCI	MC7/S8950	to unkn owner
	(5013	GMC	PDL108/012	"
	(5802-5806	GMC	PDL107/1131-1133,	"
	(		1202,1229	"
	(5902-5903	GMC	PDL107/1233,1257	"
	(5905-5906	GMC	PDL107/1230-1231	

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AS THE GM SEES BY WILLIAM VALLOW

I again want to encourage our Los Angeles area members and subscribers to come and attend the monthly entertainment meetings the second Sunday of each month.

Please send your membership or subscription renewals directly to the editorial office as sending them to me only delays them.

Once again the political news from the nation's capitol is not the best for transit. Transit is not a politically powerful interest group and you may wish to write your Senators and Representatives expressing the need to maintain financial support for public transportation.

# #

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