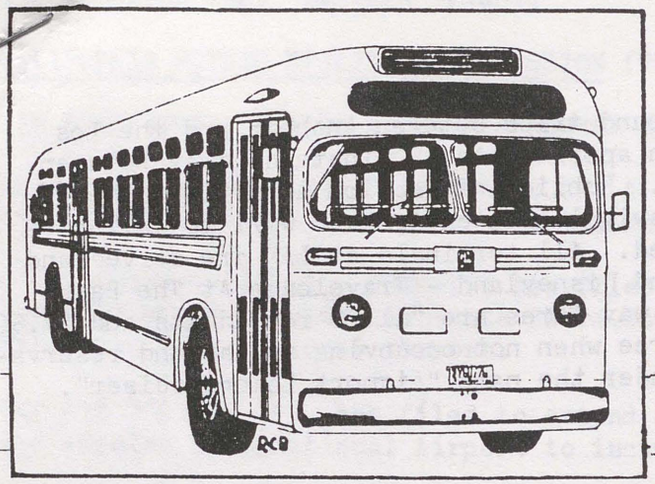


Western Transit

Monthly Publication of The Western Transit Society

VOL. 23 NO. 3 MARCH 1985

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA started a new route and made several route and schedule changes on January 6th. Former 1/1A is now known as 1-MAGNOLIA AVENUE and 2-MAGNOLIA AVENUE-CORONA. 1 operates between the University of California Riverside and Loma Linda while 2 operates between Fairmount Park or La Cadena Drive area and Corona. Previously La Cadena was a part of Line 16. On Saturday, Line 2 runs between Tyler Mall and Corona only as former 1A did. The alternate route on 1A-INDIANA AVENUE serving Riverside City College was discontinued. 16-RIVERSIDE-MORENO VALLEY weekday service now operates every 30 minutes between Sunnymead and the DPSS office in Riverside. NEW is Line 18-MORENO VALLEY LOCAL operating hourly 610AM-710PM Monday thru Saturday using one bus. Beginning at Edgemont and Cottonwood the line travels via Edgemont, Dracaea, Day, Cottonwood, Elsworth, Bay, Frederick, Cottonwood, Heacock, Ironwood, Perris, Cottonwood, Kitching, Alessandro, Perris to Gentian at the Warner Ranch. Line 18 replaced the former MORENO VALLEY DIAL-A-RIDE. 21-TYLER MALL-COUNTRY VILLAGE was rerouted from Felspar to Pedley in the Glen Avon area. RTA has been advertising for proposals for the management and operation of the Dial A Ride operations in Perris, Sun City and San Jacinto-Hemet.

AIR-CRUISES-TOURS SHUTTLE (Newport Beach Rental/Tours Inc dba) (ACTS)

COSTA MESA: On December 3rd ACTS began service between Costa Mesa, Anaheim and Ontario Airport operating two round trips Monday thru Saturday charging one way fares of $16 (adult) and $8 (child) with a family of two or more or senior citizens receiving a ten per cent discount. Terminals include ACTS travel agency at 2156 Newport Blvd (HUB), Anaheim Marriott Hotel, Anaheim's AMTRAK Station and Ontario International Airport. For an extra $4.50 ACTS will pick up riders within a five mile radius of the HUB and outside the five miles the charge increases to as much as $11. Two Dodge Vans, one seating 7 passengers and the other 12, are used. As a result of very low patronage (average one passenger per trip) service was reduced beginning January 1st to one round trip Monday thru Saturday departing Costa Mesa at 915AM arriving Ontario Airport at 1030AM. The return trip leaves Ontario at 1100AM and arrives Costa Mesa 1215PM. Six other round trips at different times are available on a one day in advance reservation basis. ACTS offers some amenities to its patrons at the Costa Mesa HUB including a waiting room furnished with patio chairs, coffee and cookies, newspapers and a video screen showing travelogues. During 1980 and 1981 AIRPORT SERVICE, INC. also operated Ontario Airport service, but gradually withdrew because of low ridership and now operates only On Call service for a minimum of five passengers. ACTS recently filed an application with the Public Utilities Commission to extend its existing passenger stage certificate to provide On Call service within a radius of 40 air miles of Costa Mesa, Ontario International Airport and Long Beach Municipal Airport.

ATTEND MONTHLY MEETINGS - SECOND SUNDAYS AT 730PM - 272 ALPINE STREET IN PASADENA, CALIFORNIA

SUPPORT THE MOTOR BUS SOCIETY BY ATTENDING THE SPRING MEETING IN SAN DIEGO ON MAY 4TH AND 5TH

UNGE CAR TOURS (LCT)

LVER CITY: LCT is now operating twenty one daily round trips between Anaheim and the Los geles International Airport. Service operates on an approximate 45 minute headway between OAM and 1130PM using a fleet of at least four buses. Public information advertises the ses as having only 21 individual living room style swivel club chairs and wall to wall car- ting. Both 01 and 10 model Eagles have been observed. All terminals at LAX are served and ere are four terminals in Anaheim, all located around Disneyland - Travelodge At The Park, ality Inn, Conestoga Inn and Sheraton Anaheim. One way fares are $11.00 for adults and $7.50 r children 5 thru 11 with those under five riding free when not occupying a seat and reserva- ons are not required. LCT advertises the service under the name "Airport Loungecruiser".

EYHOUND LINES, INC. (GL)

AN FRANCISCO: Effective February 6th the one daily round trip ST. ANTHONY-IDAHO FALLS-POCA- TELLO-SALT LAKE CITY was changed to become a ST. ANTHONY-POCATELLO round trip with connections to and from a BUTTE-SALT LAKE CITY schedule. GL has announced plans to franchise the firm's name and logo which it hopes will attract passengers from areas it currently does not serve. The plan is to put the running Greyhound symbol on buses of other firms that pay a licensing fee which companies would also begin to use Greyhound terminals. The new arrangement would llow bus operators to provide a variety of services including interline passenger and package xpress routes linked with other GL services. The plan would also include charter service and express bus service to and from many airports. The plan leaves most of GL's existing routes act, but will affect some marginally profitable routes. GL plans to open 72 existing routes franchisees.

Y OF WHITTIER, CALIFORNIA

TTIER: The City of Whittier was recently accepting proposals from interested transit and agement firms to begin providing fixed route local feeder minibus service in the City and rounding areas. Presently the city subsidizes a taxicab provided city-wide Dial-A-Ride r elderly and handicapped residents of the city and SCRTD provides all fixed route service , from and within Whittier.

LAND EMPIRE STAGES LIMITED (IES)

ERSIDE: This year IES is providing race track service to Santa Anita from Santa Monica th & Santa Monica Blvd.), West Los Angeles (Olympic & La Brea) and Hollywood (Hollywood Roos- elt Hotel) departing Santa Monica at 1000AM and charging a $6.00 round trip fare from all ints of origin. The RIVERSIDE-SAN BERNARDINO-FONTANA-MONTCLAIR-SANTA ANITA route is again ing operated with $8.00 round trip fares from all points except $6.00 from Montclair.

BUS TRAIN CONNECTING SERVICE (AMBUS)

ANGELES: Beginning January 6th the overnight schedule on the LOS ANGELES-BAKERSFIELD te was realigned to serve West Los Angeles. Stops on these scheduled now include Union tion in Los Angeles, West Los Angeles Flyaway Terminal, Saugus at Ranch House Inn and the PAK Station in Bakersfield.

VER CITY AREA PARATRANSIT (CCAP)

LVER CITY: The County of Los Angeles recently expanded operations of CCAP to accommodate the ansportation needs of the elderly and disabled residents of Ladera Heights, View Park and indsor Hills. Persons over age 59 or disabled are eligible for either taxicab coupons or lift quipped van service. Proof of age or medical certification or disability is required along ith proof of residency.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent applications before the Commission:

Lord & Miner, Inc. dba BLUE & GOLD CAB & PARATRANSIT LINES has filed for a passenger stage certificate between Ridgecrest and Los Angeles.

O. L. Gilbert (AIRLINE COMMUTE) has filed to transfer its PSC to R. E. Thold (BLOSSOM VALLEY COMMUTE) between points in Santa Clara County and the United Airlines Maintenance Base at San Francisco International Airport.

PACIFIC BUSING, INC. has filed to extend its certificate between San Fernando Valley points and Los Angeles International Airport to include the Los Angeles Harbor and other area points.

R. Platini et al dba VALLEY AIRPORT SHUTTLE filed for a PSC between Simi Valley and Los Angeles International Airport.

Application has been filed by DOWNTOWN AIRPORTER (R. J. Mayeri dba) for a certificate between Oakland and San Francisco International Airport and intermediate points.

In Case C85-02-009 Wilmington Cab Company of California dba THE SUPERSHUTTLE has filed against J. Mitchell dba MARINA SHUTTLE to cease and desist from violating provisions of his passenger stage certificate 1355 and Section 489, etc. of the Public Utilities Code (These two firms along with several others are providing shared ride, door to door airport limousine service and competition is quite fierce).

J. D. Welch et al dba SHASTA SKYHAWK has filed for a certificate between Redding and Sacramento Metropolitan Airport and intermediate points.

TRI WORLD INVESTMENTS, INC. has filed to transfer its PSC to the GAZOSA CORPORATION and merge into the latter (certificate between San Diego International Airport and various points within San Diego County.)

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: This coast city is a mecca for residents and tourists alike and traffic condition are usually bad and are further complicated during the summer festivals. This year the city wil be providing tram rides downtown every weekend beginning June 15-16 and operating through and including September 7-8. Two trams will operate from 1100AM to 700PM on non festival weekends and three or four will run from 1100AM to 1100PM on festival weekends. Fares will be 50¢ per ride with $1.50 all day tickets also available. City merchants will be able to purchase three tickets for $1 to encourage their employees to park outside the downtown area. People will be able to park free at a city lot in Laguna Canyon (318 spaces) or at the Laguna Beach High School parking lot (126 spaces) and ride the LBMTL trams to and from downtown. LBMTL's three route, three bus local system operating hourly between 700AM and 700PM operates its traditional service during the summer as well.

PINETREE SERVICE CORPORATION (PSC)

CYPRESS: On February 7th the AIRPORTCOACH division of PSC reduced service on the LOS ANGELES AIRPORT-SAN DIEGO route and now includes six trips to and from both LAX and San Diego's Lindbergh Field. Southbound there is one Oceanside-San Diego, five LAX-San Diego and one LAX-Oceanside trips while northbound there are two Oceanside-LAX, four San Diego-LAX and two San Diego-Oceanside trips. A rough three hour headway is operated requiring three buses. This service is based in Oceanside along with the SAN CLEMENTE-CAMP PENDLETON route. This service was also changed and no longer operates Monday through Thursday. Friday and Saturday service operates hourly between 800AM and 1100PM while Sunday and Holiday service is hourly between 900AM and 1000PM.

* * MARCH 1985 WESTERN TRANSIT

TRANSIT AND LEGISLATION

President Ronald Reagan has submitted his federal budget for Fiscal Year 1986 to Congress and, as expected, it calls for the deepest cuts in transit funding since inception of federal assistance in 1964. Claiming that transit support is primarily a state and local responsibility, the budget proposes to authorize only $1.38 billion for transit, a 70 per cent reduction from this years estimated levels of $4.13 billion. The Administration proposes that UMTA spend money in only three categories: $1.1 billion in gasoline tax receipts for capital projects only under the current formula program, $250 million for continued construction of WMATA's Metrorail from its own special legislation and about $27 million for administrative expenses. The budget proposes an immediate end to all general fund spending for the formula program, all operating assistance, the full Section 3 discretionary capital program, the Section 16(b) program for seniors and handicapped and all new start funding except projects already committed. Section 18 funds for non-urban areas would be cut 55 per cent to $32 million and limited to capital purposes. The current 20 per cent local match requirement for capital programs would rise to 30 per cent. With the existance of the federal aid program at stake, the challenge facing the transit industry and its allies is a simple but very difficult one, to convince Congress to reject the budget and substitute one that retains the federal role at no less than present levels.

Senator Alfonse M. D'Amato (R-NY) has introduced the Public Transportation Improvement Act of 1985 (S. 352) which is essentially the same as legislation he introduced last year. The major provisions of the bill include: increases authorization levels for the Mass Transit Account of the Highway Trust Fund from $1.1 billion to $1.3 billion in FY 1985 and from $1.1 billion to $1.4 billion in FY 1986 and extends the authorization through FY 87 at a level of $1.5 billion; achieves parity for newly urbanized areas in the use of operating assistance; restores the 3 for 2 trade in provisions of the STAA by reauthorizing them through FY 86; expands the definition of associated capital maintenance costs; earmarks a portion of Section 3 funds for transit crime prevention grants and provides for multi year contracting authority to enable transit systems to better plan construction projects and financial arrangements.

In California transit officials are seeking legislation to aid the state's transit systems which are facing cutbacks in federal funds. Two options which have been proposed include increasing the sales tax on gasoline and diverting part of the state sales tax for transit. $400 million could be generated by increasing taxes one cent per gallon and by dedicating 0.125% of sales tax to transit. State Senator John Foran (D-San Francisco) recently proposed a 5 cent per gallon increase in state gas taxes to finance construction and maintenance of roads and to provide a more stable way to pay for the expenses of public transit.

The Supreme Court recently reversed a landmark 1976 decision and rules 5 to 4 that the federal government could impose minimum wage and overtime laws on transit systems operated by state and local governments. The decision paves the way for increased federal control over the wages and hours of all state and municipal employees - an action which could be costly to taxpayers and transit riders as new revenues would be required to support higher labor costs. Transit officials contend that the decision could cost at least $100 million a year in higher overtime pay and administrative expenses. Many transit system employees work split shifts and transit system often pay them less than the federally required time and one half for certain hours. The 1976 decision in National League of Cities vs. Usery said that the 10th Amendment, which gives the states powers not specifically given to the federal government, barred the application of federal wage and hour laws to traditional or core state and local activities. Since then lower court rulings had differed markedly over which local and state functions were immune from federal regulation under the 1976 ruling. The new case arose from San Antonio, Texas where local public transit authority officials challenged an attempt by the Department of Labor to make the system comply with minimum wage and overtime requirements of the Fair Labor Standards Act. In the new decision (Garcia vs. San Antonio Metropolitan Transit Authority, 82-1913), the court majority concluded that it was "difficult, if not impossible" to define the extent of the governmental functions covered by the 1976 decision.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI General Manager Harold Geissenheimer recently announced his resignation after two years service because of the constant pressure of the position. He intends to stay in the Bay Area and seek a position as a transit consultant. Geissenheimer came to MUNI in 1982 after a long career in transit management in Pittsburgh, Pa. and Chicago where he was operations manager for CHICAGO TRANSIT AUTHORITY. The City's Public Utilities Commission has approved a MUNI budget of $211.4 million for FY 1985-86. Fares will remain at current levels and no new MUNI services are anticipated. $100,000 of the $543,545 budget request for the summer long historic trolley festival was redirected to expand MUNI's elderly and handicapped services and the trolleys will likely now run only five days per week. Major projects will include a trolley coach rebuild project, installation of an automatic vehicle locator system, hiring of maintenance personnel dedicated to wheelchair lift maintenance and to cable car maintenance and hiring of four supervisors to be stationed at cable car terminals to improve performance on the three cable car lines. During January 196 MUNI buses were offered for sale including two Mack CH9DTs (2622 and 2629), nine Flxible New Looks (4000-4008) and 185 GMC New Looks listed below. Most of the units purchased are expected to scrapped for parts rather than used for transit service. The GMCs included: 3004, 3008, 3009, 3012-3015, 3018-3021, 3025, 3027, 3030, 3032-3034, 3039-3042, 3044-3046, 3048-3051, 3054, 3056-3058, 3060, 3064, 3066, 3070, 3072-3073, 3078, 3080-3082, 3086, 3088, 3092, 3094, 3096, 3099, 3102, 3106, 3110, 3112, 3114, 3119-3121, 3123-3124, 3126, 3129, 3131, 3132, 3135, 3138-3140, 3143, 3145, 3149, 3154, 3157, 3161, 3164-3166, 3169-3171, 3173, 3176, 3178, 3180, 3182-3183, 3185, 3187, 3190-3191, 3194, 3196, 3198-3205, 3208-3209, 3215-3216, 3219-3220, 3225-3228, 3232, 3234, 3239-3242, 3247-3251, 3253, 3256-3257, 3264-3267, 3273, 3275-3276, 3278, 3280, 3283, 3288, 3292-3294, 3296-3298, 3300, 3302, 3306, 3308-3310, 3312, 3314, 3316, 3319-3320, 3322, 3324-3325, 3329-3330, 3333, 3336-3338, 3345, 3347-3352, 3356-3358, 3366-3367, 3369-3371, 3374-3375, 3377-3378, 3381, 3383-3384, 3386 and 3390. Over the last few years MUNI contracted with Dickenson Lines in Minnesota to rebuild 149 General Motors New Look buses. Initially the plan was to number the rehabilitated buses in a pattern that was 400 higher than their original number (e.g., 3200 would become 3600) but this plan was not followed and the units were renumbered beginning at 3501 as they were complete which has caused the buses to no longer be numbered based upon serial numbers. Below is listing of the 149 rebuilt units including their old and new numbers.

NEW	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW	OLD
3501	3177	3526	3277	3551	3069	3576	3214	3601	3285	3626	3000
3502	3238	3527	3118	3552	3387	3577	3289	3602	3206	3627	3091
3503	3299	3528	3022	3553	3107	3578	3235	3603	3160	3628	3363
3504	3282	3529	3095	3554	3024	3579	3002	3604	3217	3629	3221
3505	3295	3530	3007	3555	3115	3580	3148	3605	3311	3630	3105
3506	3005	3531	3224	3556	3017	3581	3323	3606	3103	3631	3252
3507	3184	3532	3174	3557	3101	3582	3133	3607	3317	3632	3016
3508	3142	3533	3111	3558	3331	3583	3304	3608	3222	3633	3130
3509	3261	3534	3105	3559	3258	3584	3332	3609	3379	3634	3342
3510	3011	3535	3212	3560	3010	3585	3175	3610	3168	3635	3079
3511	3117	3536	3127	3561	3158	3586	3181	3611	3043	3636	3029
3512	3233	3537	3223	3562	3373	3587	3116	3612	3162	3637	3313
3513	3236	3538	3055	3563	3006	3588	3368	3613	3326	3638	3284
3514	3093	3539	3254	3564	3036	3589	3113	3614	3380	3639	3098
3515	3087	3540	3031	3565	3259	3590	3128	3615	3125	3640	3245
3516	3071	3541	3109	3566	3134	3591	3385	3616	3090	3641	3361
3517	3089	3542	3271	3567	3065	3592	3137	3617	3237	3642	3290
3518	3097	3543	3026	3568	3035	3593	3346	3618	3214	3643	3330
3519	3037	3544	3151	3569	3334	3594	3167	3619	3188	3644	3335
3520	3189	3545	3268	3570	3159	3595	3068	3620	3343	3645	3085
3521	3001	3546	3197	3571	3321	3596	3146	3621	3062	3646	3388
3522	3328	3547	3152	3572	3364	3597	3344	3622	3255	3647	3144
3523	3100	3548	3218	3573	3156	3598	3038	3623	3362	3648	3360
3524	3354	3549	3207	3574	3307	3599	3353	3624	3272	3649	3028
3525	3213	3550	3074	3575	3382	3600	3186	3625	3303		

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The labor contract between RTD and the United Transportation Union representing approximately 5000 bus operators which was originally scheduled to expire on January 31st was extended to February 12th while both sides continued to bargain and the bus operators took a strike vote in case negotiations did not result in a new contract. The UTU members voted 4214 to 391 to strike if necessary and both RTD and UTU petitioned Governor George Deukmejian to appoint a fact finding panel to study the dispute and ask the courts to order a sixty day cooling off period in order to clear the way for further negotiations. The panel was appointed and upon issuance of its report the state Attorney General went to court to obtain an injunction against any walkout for sixty days which period will end at midnight on April 21st. Both sides have returned to the bargaining table, but it is likely that serious negotiating will not occur until the April date is approaching based upon past experiences. Wages, benefits and work rules are all under discussion and each side has indicated that the other is unrealistic in their bargaining position. Presently the average RTD bus operator earns $11.90 per hour and the top rate is $12.72. UTU is asking for wage increases of between 4 and 6 per cent each year while RTD is asking for wage freeze but proposing bonuses if operators improve in such areas as reducing absenteeism, accidents and customer complaints. RTD wants a one year pact while UTU wants two, RTD wants to eliminate Cost Of Living clauses in the contract and the union wants status quo. The union is proposing reducing the number of years an employee must work in order to qualify for pension rights while the District wants no change. The District wants to increas the number of part time bus operators and the union wants no change. UTU is also proposing an increase in current recovery time provisions.

By an 8 to 3 vote the RTD Board of Directors, on February 13th, approved increases in transit fares effective July 1, 1985. The new structure represents a return to the 1982 level, prior to enactment of Proposition A, a half cent sales tax that has subsidized fares for the past 3 years. For Regular riders the cash fare will be 85¢ with distance steps of 35¢, monthly passes at $32 and distance step express stamps at $1? each. Students and College/Vocational riders will have the same cash fares but students will have $12 monthly passes and college/vocational passes at $15. Elderly and handicapped riders would have 40¢ cash fare, $7 monthly passes and no distance or express charges. Transfers for all groups will cost 10¢ per use. The RTD staff had proposed less expensive cash fares and more expensive monthly passes. Elderly and handicapped residents of the City of Los Angeles will likely escape the fare increases as the City Council has tentatively agreed to Mayor Tom Bradley's request for monies for funding the difference between the current $4 rate and the new rate.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: Beginning March 3rd a stop at the GRAY LINE Terminal at Farmers Market was added on the LAX-BEVERLY HILIS-HOLLYWOOD-UNIVERSAL CITY route while all trips on the LAX-WILSHIRE DISTRICT-HOLLYWOOD-UNIVERSAL CITY route now stop at the Sheraton Towne House, previously served by only one daily trip. Round trip tickets are now available on board the buses as well as from ASI ticket agents by use of a voucher book normally consigned to travel agents. The 20 ride commuter books are still only available from ASI ticket agents or the general office in Anaheim. Effective March 17th with the 530AM departure from West Los Angeles the FLYAWAY service from that point to LAX will be discontinued. The service, which began in September 1981, did not catch on as did the similar Van Nuys FLYAWAY likely because parking at the location was limited to two hours. The land on which the terminal is located is reportedly scheduled for development by its owner, the U. S. Government. Although it is not known what will become of the five MC 8 buses specially painted for the operation (4406-4408, 4410 and 4702) they are expected to be repainted to ASI standards and returned to regular service and likely the last four MC 7s on the property (4301-4304) may be sold.

Support the Society by attending the monthly entertainment meetings which are held the second Sunday of each month at 730PM at 272 Alpine Street in Pasadena, California

MARCH 1985 WESTERN TRANSIT

ATE OF NEVADA

CAPSON CITY: The Nevada State Transportation Board, headed by Governor Richard Bryan, recently announced that funds were available for transportation projects and that applications were being accepted. Projects already being funded (by UMTA) include:

SIERRA NEVADA STAGE LINE: Reno to Ely, Ely to Wendover, Ely to Las Vegas
LINCOLN COUNTY TRANSPORTATION: Service to Pioche, Caliente, Panaca and rural areas in Lincoln County
Yomba Shoshone Tribe: Reese River Valley, near Austin, to Fallon and Reno, Gabbs to Schurz
Nye County Nutrition: Service to the general public in the Pahrump Valley area
Walker River Paiute Tribe: Service around Schurz (Mineral County) area
Pyramid Lake Paiute Tribe: Service on the reservation
Duckwater Shoshone Tribe: Service from the reservation to and from Eureka, White Pine and Elko Counties

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: After two years of operating a mixed fleet of diesel powered and battery powered buses on the mile long 16TH STREET MALL SHUTTLE in downtown Denver, the RTD will be "pulling the plug" on the six electric buses and converting them to diesel. There are 13 diesel powered buses in the fleet as well. All nineteen units were purchased from a combine of MCP Technology in Santa Barbara and Vetter Corporation of West Germany and the buses were all designed to be able to be converted to the motive power which proved better. The forty foot electric vehicles, each powered by four 2600 pound batteries, must be recharged for eight hours after operating only four hours. The heavy batteries, placed over each wheel, made the buses top heavy and operators were warned not to turn at speeds higher than 15 MPH. The buses also were sluggish when accelerating from full stops which delayed following diesel buses.

MANITOU SPRINGS TROLLEYS (MST)

MANITOU SPRINGS: The Manitou Springs Historical Society plans to run a full schedule this summer despite a blurred financial picture and an offer froma group in Colorado Springs to purchase the four trolleys (actually buses resembling old fashioned streetcars) for their system. The MSHS began taking tourists around historic Manitou in the trolleys during 1981. Twenty seven people have volunteered to drive the trolleys and 41 businesses have committed to advertising on the vehicles this year. At least 21 drivers are needed to operate the trolleys on a full schedule from 920AM to 840PM daily from Memorial Day to Labor Day and the cost of insurance needs eighty advertisers. The trolleys now make a full circle of the town from the Pikes Peak Cog Railroad Depot every 40 minutes.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: Several routes are due for changes soon including a splitting of present Route 11 into a new 11 which is actually the old 8-MESITA and the Sunset portion being merged with 10-UTEP SHUTTLE into a new 10. 40-SUN VALLEY VIA RUSHING and 41-SUN VALLEY VIA MCCOMBS are due to revert to a limited status between Beaumont Hospital and downtown. 53-VISTA DEL SOL VIA MONTWOOD is due to receive additional running time and additional trips as well as become accessible using TMC Citycruiser buses. Schedule adjustments will be made on other lines in the system as well.

LAS VEGAS TRANSIT SYSTEM (LVTS)

LAS VEGAS: LVTS increased passenger fares last October 1st. Adult cash fare is now $1.00 (was 95¢), Adult tokens are now 6 for $4.80 (was 6 for $4.50), Adult Commuter Cards are now 10 rides for $6.65 (was $6.05), senior citizens and handicapped fares are now 10 rides for $3.85 (was $3.50). Childrens (ages 6-18) fares of 40¢ and transfer charge of 15¢ remained unchanged.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Sunline Transit Agency	1475- 482	Gillig	4096T36V92/E1081065-1072	serials not in order
Lane Transit District(Eugene)	801-831	Gillig	4010?TB6V92/E10811?3-1173	
Civil Aviation Admin of China	no number	Gillig	3596TB6V92/E1080831	
Golden Rain Foundation	no number	Gillig	3096TB6V92/E1081063	
AC Transit	2300-2302	Neoplan	AN?08/-	
Americoach	71-74	Prevost	2P9L/F1001871,1872,1877,1882	
Stockton Metro Trnst Dist	1821-1828	GMC	T7060?/EV822364-2371	
Billings Metropolitan Trnst	unkn	GMC	T7020?/EV822?57-2?59	
Salem Area Transit District	unkn	GMC	T8060?/EV822?07-2505	
Dallas Transit System	1105-1128?	GMC	T8020?/EV822516-2539	
Metro Transit Authority (Houston)	(1255-1261	Eagle	AE10/EB031279,31320-24,27	
	(1262-1270	Eagle	/EB031329-31337	
	(1271-1281	Eagle	/EB031340-42,46-53	
	(1282-1289	Eagle	/EB031359-31366	
	(1290-1304	Eagle	/EB031370-31384	
	(1400-1449	Crn/Ik	286/100197-100246	articulated units
Orange Belt Stages	unkn	TMC	MC9/T13/13 4324, T14/14 4443	
Cal Coast Charter	unkn	TMC	MC9/T13/13 4361	
Texas Bus Lines	unkn	TMC	MC9/T13/13 4392	
-USED-				
Blue Ribbon Bus Line	2113	MCI	MC7/-	CLW 2113
Tour Masters	unkn	MCI	MC7/S7791 U10394	
Conestoga Stage Lines	80	MCI	MC8/S10350 U30185	
Commuter Bus Club No. One	C-1	GMC	PD4106/921	orig EGL
Leisure Lines	65	GMC	PD4106/2284	orig EGL
Americoach	unkn	GMC	TDH5301/2013	AC 551
Travelways	(518	GMC	SDM5302/926	InterCity 284
	(520	GMC	SDM5302/979	WestFordham 607
Unbroken Circle Stage Line	(5601,unnumb,	Flx	FDV8C-401-7-UL-AC/35076, 35094,35097	PTD 5601, 5619,5622
	(unnumb	Flx		
	(6054	Flx	FDV8C-401-1/52571	PTD 6054

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