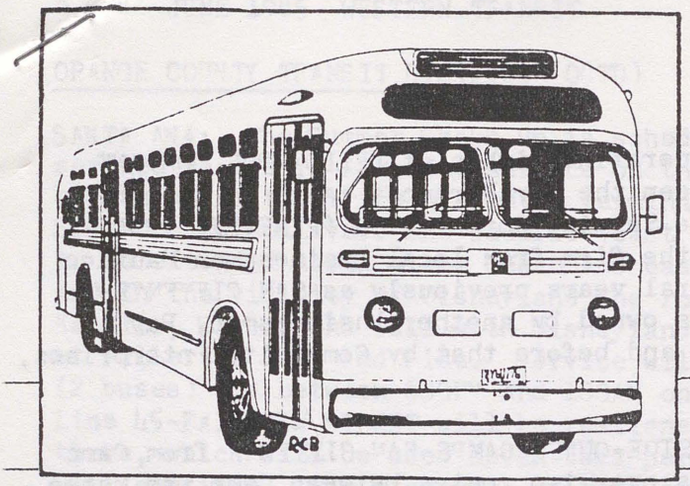


Western Transit

Monthly Publication of The Western Transit Society

VOL. 23 NO. 6 JUNE 1985

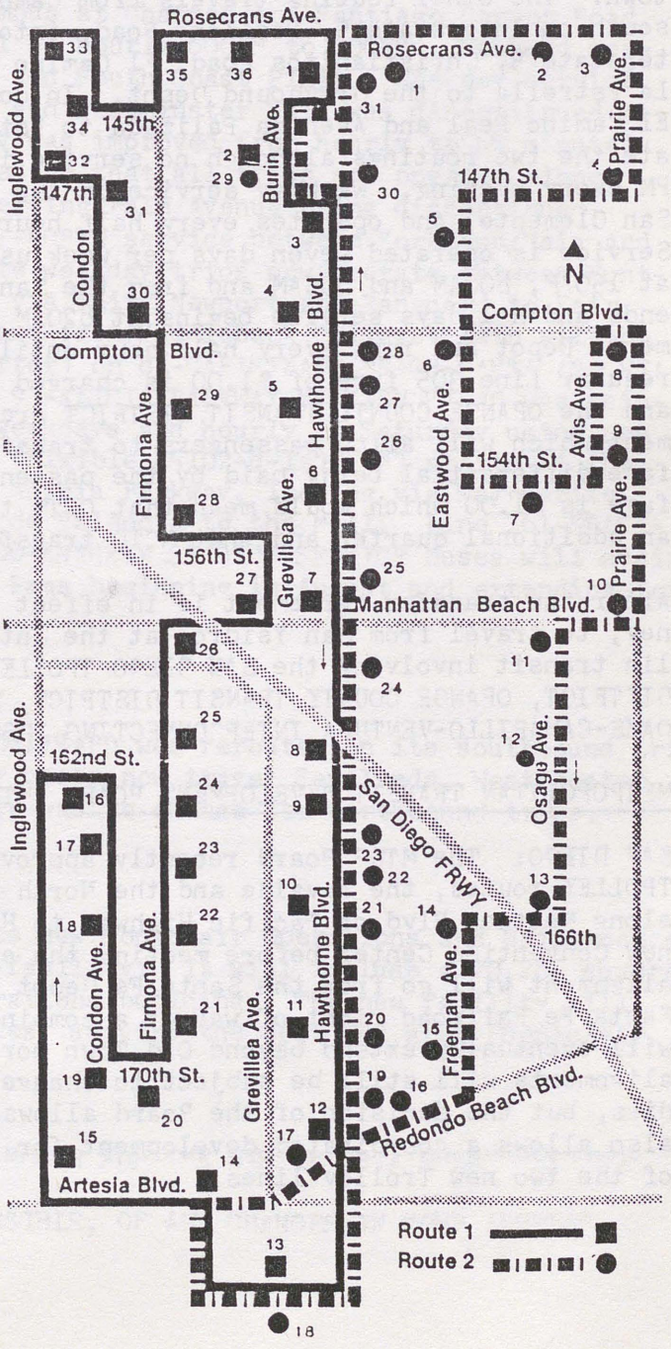
THE LAWNDALE TROLLEY (TLT)

LAWNDALE: The newest public transit operation in Southern California, THE LAWNDALE TROLLEY began operations on May 1st. The system operates free of charge utilizing two Flxette Trolleys painted with green roof, cream around the windows and orange below the belt rail. There are two routes, EAST SIDE and WEST SIDE, which operate every half hour between 700AM and 700PM Monday thru Friday and between 800AM and 600PM on Saturday and Sunday. Both trolleys begin their routes at the Lawndale Civic Center and travel over city streets to the new Galleria at the South Bay Shopping Mall. PACIFIC BUSING, INC., operator of the GLENDALE BEELINE and the FAIRFAX TROLLEY, is the contract operator for TLT and the Flxette Trolleys are PBI #67 and #68. The buses feature 20 wooden seats, wood grain interior paneling, air conditioning, AM/FM radios, tan interiors and are powered with propane fuel. TLT is being financed by the city's share of the Proposition A sales tax money which was approved by Los Angeles County voters back in 1980. The map to the right shows the alignments of the two routes. Route 1 is WEST SIDE and Route 2 is EAST SIDE. Route 1 operates south on Hawthorne Boulevard while Route 2 operates northbound on the street.

AMADOR STAGE LINES (ASL)

SACRAMENTO: ASL has filed an application with the Public Utilities Commission to discontinue operation of its JACKSON-SACRAMENTO and JACKSON-STOCKTON routes. These services presently operate one round trip on weekdays often using intercity style Crown coaches. ASL provides the only bus service to many of the small communities in the northern Sierras. Earlier this year the Commission ruled that ASL must continue to provide this service until authorized by the PUC to discontinue (WT 1/85).

THE LAWNDALE TROLLEY



NORTH SAN DIEGO COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: During April NCTD agreed to purchase the operating rights of YELLOW BUS COMPANY which would allow the District to operate service between the northernmost camps of Camp Pendleton and San Clemente. YBC was owned by the Pinetree Service Corporation (PINETREE TRANSPORTATION and CALIFORNIA CHARTER BUSES) who purchased the firm from local businessman Maurice Hansen late last year. The firm had operated for several years previously as SAN CLEMENTE-CAMP PENDLETON BUS and SAN CLEMENTE STAGE LINES and was owned by another businessman, Ray Campbell who was then the GREYHOUND LINES, INC. agent, and before that by Community Enterprises, Inc. (COMMUNITY CHARTER BUS SYSTEM).

Beginning on June 2nd NCTD extended its Line 305-OCEANSIDE-OUTER CAMPS-SAN CLEMENTE from Camp Telega to San Clemente replacing YBC. The 305 operates over two routes between Camp San Mateo and downtown San Clemente, one route is via San Mateo Road, Christianitos Road to Camp Telega, returning along Christianitos Road to its junction with San Mateo Road, then continuing along Christianitos to El Camino Real (providing connections with OCTD Line 91-LAGUNA HILLS-SAN CLEMENTE), Interstate 5, Avenida Presidio and Avenida De La Estrella to the Greyhound Depot downtown. The other routing travels from Camp San Mateo along San Mateo Road, Christianitos Road, south on Interstate 5, Basilone Road, into and thru the Commissary Area 51, Basilone Road, Interstate 5, Christianitos Road, El Camino Real, Interstate 5, Avenida Presidio and Avenida De La Estrella to the Greyhound Depot. In downtown San Clemente buses loop via Estrella, Marguita, El Camino Real and Avenida Palizada to Estrella, thence to Interstate 5. Alternate trips operate the two routings although no service is provided to the Commissary after approximately 10 PM every evening. Weekday service on the 305 begins at 420PM (from Oceanside) and 501PM (from San Clemente) and operates every half hour until approximately 200AM from both terminals. Owl Service is operated seven days per week using one bus which departs the Oceanside Transit Center at 150AM, 400AM and 605AM and from the San Clemente Depot at 255AM, 505AM and 715AM. On weekends and holidays service begins at 820AM from Oceanside Transit Center and 930AM from San Clemente Depot and runs every half hour until approximately 200AM, then Owl Service begins. The regular Line 305 fare of $1.00 is charged for all rides regardless of distance traveled. NCTD and the ORANGE COUNTY TRANSIT DISTRICT are now in the process of working out a transfer agreement which will allow passengers to transfer between OCTD Line 91 and NCTD Line 305 with any fare differential being paid by the passenger. Presently the OCTD fare is 75 cents and the NCTD fare is $1.00 which would mean that OCTD transfers would be valid on NCTD buses with payment of an additional quarter and that NCTD transfers would be honored on OCTD with no additional fee.

After the transfer agreement is in effect it will be possible, although at least a two day journey, to travel from San Ysidro, at the International Border, to Ojai, in Ventura County, by public transit involving the SAN DIEGO TROLLEY, SAN DIEGO TRANSIT COPPORATION, NORTH COUNTY TRANSIT DISTRICT, ORANGE COUNTY TRANSIT DISTRICT, SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, THOUSAND OAKS-CAMARILLO-VENTURA INTERCONNECTING BUS SERVICE and SOUTH COAST AREA TRANSIT.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB Board recently approved the preferred alternative for two new SAN DIEGO TROLLEY routes, the Bayside and the North Line. Bayside would go from the Santa Fe Depot south along Kettner Blvd or Pacific Highway to Harbor Drive, turning east to Seaport Village and the new Convention Center before meeting the existing South Line at 12th and Imperial. The North alignment will go from the Santa Fe Depot north to Old Town along either Pacific Highway, the Santa Fe Railroad right of way or a combination of both. It is envisioned that the North Line will eventually extend beyond Old Town north and east through Mission Valley. The designated alignments will still be subject to change based on further engineering and environmental studies, but the decision of the Board allows for the necessary additional work. The decision also allows a coordinated development for the Centre City area based upon the likely location of the two new Trolley lines.

* JUNE 1985 WESTERN TRANSIT

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The Summer Shake Up is scheduled for June 16th and with it will come a number of service changes. Saturday service on the A branch of 29-BEACH BOULEVARD will be inaugurated by extending the trips presently terminating at Beach and Garfield to Huntington Beach via South Beach Boulevard and Pacific Coast Highway. Line 44-KNOTTS-DISNEYLAND VIA BALL ROAD is to be extended north along Beach and east on Orangethorpe to the Fullerton Park And Ride Lot and in the vicinity of Disneyland the routing will be changed to a one way loop via Ball, West, Katella, Harbor and Ball with Disneyland the end of the line although all recovery will occur at Fullerton Park And Ride. Service will operate from 900AM to 600PM on a 45 minute headway (2 buses) and between 600PM and 100AM on a 75 minute headway (1 bus) Monday thru Sunday. Line 45-FAIRVIEW STREET will be realigned in Costa Mesa to have only one routing, instead of three, which will be used seven days per week. The 45A branch on weekdays via Metropolitan Way will continue. The line will operate as now between The City and 19th & Pomona in Costa Mesa, thence via 19th, Park, 18th, Monrovia, 17th/Westcliff looping via Irvine, 16th, Dover and Westcliff. Weekdays 30 minute headways will operate peak hours and 35 minute headways midday. On weekends a 50 minute headway will be maintained all day. Line 55-EL MODENA-COSTA MESA VIA FAIRHAVEN & GREENVILLE will be extended east from the present terminal at Chapman & Newes via Chapman to the new Rancho Santiago College-Orange Campus at Chapman and Santiago Canyon Road. Service will operate weekdays only and generally will be hourly 600AM to 600PM. Weekend service will continue to run between downtown Santa Ana and South Coast Plaza. Weekday service on Line 66-MCFADDEN AVENUE between Huntington Center and Westminster Mall was discontinued although weekend service continues and Sunday frequency was improved from hourly to 45 minutely. Line 69-CSUF-SANTA ANA VIA TUSTIN/GLASSELL was revised so that all trips now operate along Chapman between Glassell and Tustin the 69A branch serving Palm Avenue being discontinued. On Line 76-HUNTINGTON BEACH-IRVINE-SADDLEBACK COLLEGE-NORTH service between Yorktown/Main and 17th/Orange was suspended for the summer and alternate weekday trips now operate between Huntington Beach and the Costa Mesa Civic Center looping via Fair, Newport and Vanguard to Fair instead of operating to/from UC Irvine. Service to and from Saddleback College-South will be suspended until August 26th (opening of the fall quarter) on 85-CAPISTRANO BEACH-SANTA ANA VIA CROWN VALLEY and 91-LAGUNA HILLS-SAN CLEMENTE. Line 93-ALICIA PARKWAY-MISSION VIEJO was reinstated for the summer operating every 48 minutes on weekdays and hourly on Saturday using one bus. The line is based at Division 7 and uses 1600s (Flxible 45102-8-1s). 93 starts at the Laguna Hills Mall and travels via Paseo de Valencia, Alicia Parkway, looping via Marguerite Parkway, O'Neill Road and returning Alicia and Paseo de Valencia to the Mall. Line 161-TRASK-NEWLAND was suspended for the summer season. Line 100-ANAHEIM STADIUM SERVICE buses will again serve weeknight and weekend games of the Los Angeles Rams beginning in August and extending for the football season.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Effective April 21st Line 3-LINCOLN BOULEVARD was rerouted on its southbound trip to LAX Transit Center. From Sepulveda and Manchester buses now travel Sepulveda, Westchester Pkwy/Arbor Vitae, Jenny and 96th to LAX Center. There was no change for northbound trips.

OMNITRANS (OT)

SAN BERNARDINO: OT broke ground on April 18th for its new Montclair Operations and Maintenance Facility which will replace a temporary (since 1975) facility. It will include a 20,285 square foot maintenance building and a 4445 square foot operations building. The new facility will be home base to the eight bus lines and twenty vehicles serving the West End area (Montclair, Upland, Rancho Cucamonga, Ontario and Chino).

MARK YOUR CALENDAR - 730PM THE SECOND SUNDAY OF EACH MONTH FOR THE WTS ENTERTAINMENT MEETINGS

PLEASE ADVISE THE EDITORIAL OFFICE, IN ADVANCE IF POSSIBLE, OF ANY CHANGES IN YOUR ADDRESS

LONG BEACH TRANSIT (LBT)

LONG BEACH: Systemwide route renumbering and electronic fareboxes are coming to Long Beach. On June 23rd LBT will renumber a majority of the present system giving each branch of multi-branch lines and each leg of thru routed lines and short line services their own number. Eight lines will experience no changes and they are: 1-EASY AVENUE, 6-ATLANTIC AVENUE, 7-ORANGE AVENUE, 10-CAPSON STREET, 12-EAST OCEAN BLVD, 13-THIRD STREET, 14-WEST OCEAN and 15-DEL AMO BLVD. The other lines will, in effect, receive suffix numbers for each branch or leg or short turn. 2-SANTA FE-CHERRY-DOWNEY will be renumbered into three, 21-CHERRY, 22-DOWNEY and 23-SANTA FE. 3 will become 31-EAST LOOP and 32-WEST LOOP. 4 will become 41-MAGNOLIA, 42-PACIFIC, 43-ANAHEIM TO PCH and 44-ANAHEIM-CSULB. Present 5 will be 51-LONG BEACH BLVD, 52-4TH ST-SEAL BEACH and 53 4TH ST-MARINE STADIUM. Current Line 8 will become 81-10TH ST-PARK and 82-10TH ST-OCEAN BLVD. Line 9 will be 91-7TH ST-BELLFLOWER, 92-7TH ST-WOODRUFF and 93-7TH ST-CLARK. Line 11 will be 111-BROADWAY-LAKEWOOD and 112-BROADWAY-CLARK. Present 16 will become 161-SOUTH ST-LONG BEACH BLVD and 162-SOUTH ST-DOWNTOWN LONG BEACH. Current 17 will be known as 171-PCH-TIMENO, 172-PCH-PALO VERDE and 173-PCH-STUDEBAKER. Line 18 will be 181-SHORELINE and 182-PORT-PICO. While a bus is operating on a particular line or branch the headsign will display the name of that service in both directions. Dash signs will be displayed on all buses indicating the terminal of that bus for that trip so that dash signs will take on a new meaning and importance. All LBT buses are in the process of receiving electronic headsigns to allow consistency in headsign readings. The only actual service change involved is that Line 111/112 will become accessible and be discontinued between the Catalina Landing and downtown. LBT will soon be installing Cubic Western fareboxes in all of its buses. These fareboxes will accept dollar bills in addition to coins and there will be a display of the amount of fare placed into the farebox. Each time a full fare is paid the farebox will sound a "beep" signal. These boxes will not accept transfers, tickets or other paper items. LBT is calling the new program Fast Fare. On July 1st LBT fares will rise caused by the changes in the Proposition A fare subsidy program On the local system regular fares will increase from 50¢ to 60¢, students will be 40¢ and disabled and seniors will be 30¢. On express service the 75¢ regular fare will become 90¢, students will be 40¢ and seniors and disabled will be 30¢. Monthly pass rates will also be raised but transfer charges will remain the same (LBT transfer -5¢ and interagency -10¢).

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: Beginning May 22nd GL revised operations between San Ysidro and San Diego. Previously two southbound LOS ANGELES-SAN DIEGO-SAN YSIDRO schedules served Chula Vista, but there was no comparable northbound service. A new depot has been opened in National City and the two southbound schedules also serve this point now. In addition, two northbound trips were established between San Ysidro and San Diego serving Chula Vista and National City enroute

SAN PEDRO TRANSPORT (SPT)

SAN PEDRO: SPT, which provides service between San Pedro, Terminal Island and the Long Beach Naval Base and is operated under contract to the City of Los Angeles by WILMINGTON CAB COMPANY, is now sporting a new fleet of three Dodge Wide One vans. The vehicles feature 18 forward facing blue leatherette seats, air conditioning, two way radios, sedan type door, Diamond fareboxes and headsigns. The fleet numbers are 810, 811 and 812. While 810 is painted all white the other units are painted white on top and two tone blue with the words "SAN PEDRO TRANSPORT" and an outline of the Vincent Thomas Bridge on both sides of the vans.

LOS ANGELES COUNTY SHARE-A-RIDE (SAR)

WILMINGTON: This county sponsored program is available to those over 60 years and handicapped persons of any age living in the unincorporated areas of East Carson, West Carson, La Rambla, East Long Beach and North Cerritos. Patrons must be previously registered and then they are eligible for up to a $7.00 cab ride one way (they pay 50¢) for any trip purpose as long as the trip either begins or ends in one of the designated areas. UNITED CHECKER CAB is the operator using either a regular taxi or a lift equipped Dodge Wide One van. UCC is a member of the WCC family.

PENINSULA CHARTER LINES, INC. (PCL)

PALO ALTO: PCL is a long time Bay Area charter operator and is presently the contract operator for the BART Station to Bishop Ranch Industrial Park commuter service in Contra Costa County. PCL has operated the Stanford University "Marguerite" campus transit system and in the days prior to the SANTA CLARA COUNTY TRANSIT DISTRICT operated, for the City of Palo Alto, the six route Peninsula Transit Lines as well as service along Middlefield Road to Menlo Park and a two route city system for the City of Menlo Park. The current PCL roster is presented below.

FLEET NOS	BUILDER	MODEL/SERIAL	YEAR	SEATS	NOTES
216	Fageol	JXBCS983683	1924		Peninsula Pwy 216
221	Ford	59B/99T641053	1945	27	
401	GMC	TGH3102/644	1957	31	Bay Rapid 93
301	GMC	TDM5108/069	1956	51	Red and Tan 157
302	GMC	TDM5108/075	1956	51	Red and Tan 214
306	GMC	TDH3612/752	1950	36	Transit Casualty Safe T Coa
307	GMC	TDH3714/287	1954	37	Bakersfield 3704
308	GMC	TDH3612/060	1949	36	Northgate Transit 110
309	GMC	TDH3612/1038	1951	36	SCCTD 6641
311	GMC	PD4103/082	1951	41	CPML 1282
312	GMC	TDH4519/1954	1967	45	Wichita 27, lift equipped
313	GMC	TDH4519/1934	1967	45	Wichita 7, lift equipped
314	GMC	TDH3714/001	1953	37	Bakersfield 3701
315	GMC	TDH3714/286	1954	37	Bakersfield 3703
317	GMC	PD4104/4493	1960	38RR	WGL 7515
318	GMC	PD4104/4541	1960	38RR	WGL 7563
319	GMC	PD4104/4831	1960	38RR	WGL 7558
321	GMC	PD4107/858	1967	38RR	WGL 7978
322	GMC	P8M4905A/833	1974		
323	GMC	PD4107/223	1966	38RR	TNM&O L-664
324	GMC	P8M4905A/720	1974		
325	GMC	P8M4905A/1733	1977		
326	GMC	P8M4905A/1879	1978		
327	GMC	P8M4905A/1880	1978		
328	GMC	H8H-649/053	1979		
329	GMC	H8H-649/070	1979		
330	GMC	H8H-649/100	1979		
331	GMC	PD4106/1217	1964	41	Peerless Stages 270
335	Prevost	2P9L23408/B1001963	1981		
336	Prevost	2P9L23404/D1001543	1983		
337	Prevost	2P9L3340X/F1001868	1985		
BR 1	GMC	T8020A/812502	1981	41	
BR 2	GMC	T8020A/821126	1982	41	

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The San Francisco Public Utilities Commission has approved MUNI's request for $3 million to purchase twenty smaller buses to be used on lines that have low patronage and where use of standard size buses is uneconomical. MUNI has been testing smaller buses that range in size from 30 to 35 feet. The PUC also voted to seek $6 million in federal funds for two projects, the first to help pay for design costs for construction of a turnaround loop under the Embarcadero Station for the LRV system to replace the present stub end system now in place and, the second, for funds to convert a former United States Steel fabricating plant at 16th and Harrison Streets into an operating division for motor buses including MUNI's fleet of articulated buses.

CALIFORNIA YOSEMITE TOURS (CYT)

MERCED: CYT, which also operates as GRAY LINE OF FRESNO, operates a daily motorcoach excursion from the Merced AMTRAK Station to Yosemite departing Merced at 1050AM and returning at 645PM. New for 1985 is the Gold Country Tour which is operated on Tuesday, Thursday, Saturday and Sunday. This tour includes riding through the Gold Country, lunch in the historic Jamestown Hotel and visits to Sonora and Columbia, the fully restored boom town of the Gold Rush days.

VACAVILLE CITYCOACH (VC)

VACAVILLE: Local transit service is now being operated in this city by VC which is a two route system. Line 1-LEISURE TOWN-MONTE VISTA AVENUE and Line 2-CIVIC CENTER-ALAMO DRIVE-ELMIRA both operate every half hour between 730AM and 530PM Monday through Friday except for New Years Day, Independence Day, Thanksgiving Day and Christmas Day. All buses are accessible.

SACRAMENTO TRANSIT DEVELOPMENT AGENCY (STDA)

SACRAMENTO: The installation of the first rail and the first spike for the light rail project occurred on April 8th in North Sacramento at the future site of the "RT METRO" light rail vehicle test track. Planning for this project began in 1979 and construction has been underway since April 1983 when work began on three bridges spanning future LRT tracks in the northeast corridor. Construction of the 4.3 mile Central City segment of the system has started and the combined Northeast/Central City Line is scheduled to open for passenger service in late 1986 with the 8.7 mile Folsom Line pegged for opening in early 1987. Overall responsibility for Sacramento's light rail transit project will be transferred from STDA to the SACRAMENTO REGIONAL TRANSIT DISTRICT in July 1985. At that time the STDA will be dissolved. The 26 LRT vehicles to be used in this system will be assembled in a North Sacramento plant under terms of an agreement between Siemens-Allis, Inc./Duewag Corporation, the LRT car manufacturers, and owners of the 32,000 suare foot assembly building, Massie & Oates. Each car will be 76 feet long, air conditioned and able to carry up to 175 persons at sppeds up to 50 miles per hour.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: BARTD Directors recently voted to build parking lots on property that will ultimately be sites of three of five stations along the planned 15 mile extension of the BART rail line from Concord to Antioch. Initially, riders on BART's CONCORD-ANTIOCH-BRENTWOOD express buses will use the park and ride lots. The first train service is not expected to begin for 15 years. The sites are all on Highway 4 which locks the district into a route along Highway 4 into eastern Contra Costa County.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Later this month ACT will be testing a British Leyland Olympian double decker bus on various East Bay urban and suburban routes. The vehicle is 34 feet long with seats for 28 on the lower deck and 39 above and accommodates 20 standees. "Bike & Ride" has come to Line T-ALAMEDA NAS-TREASURE ISLAND-SAN FRANCISCO. Several 2000 series 35 foot Gilligs are now equipped with a bicycle loading rack mounted on the front of the buses which can hold two bicycles. The space is available on a first come, first served basis, the cyclists must secure and remove the bikes and that cooperation between bikers, bus operators and fellow passengers is important. The summer has brought bus service to several East Bay Regional Parks. Bicycles which pay a 25¢ fee are accepted on Line 9-TILDEN PARK which runs daily from BART/Berkeley to the park hourly 11AM to 6PM. Service to Point Pinole Regional Park is offered as an extension of Line 78. Buses to Don Castro Park in Castro Valley will operate by Line 95-KELLY STREET on weekdays from 630AM to 630PM and on weekends and holidays between 9AM and 5PM. ACT and the Oakland A's baseball team have joined in a cooperative program to offer bus riders discounted priced seats for ten home games during the month of June.

REMEMBER THAT THE MONTHLY ENTERTAINMENT MEETINGS ARE SECOND SUNDAY EACH MONTH AT 730 PM AT 272 ALPINE STREET IN PASADENA.

ARIZONA CENTRAL LINES (ACL)

PHOENIX: ACL, which operates between Phoenix and Flagstaff also serving Cordes Junction, Camp Verde and Pinewood, added a fourth round trip operating Monday thru Saturday last October 28th. The trip begins in Flagstaff at 810AM to Phoenix and departs Phoenix at 1200PM for Flagstaff. Reservations are required on ACL and some schedules are timed to connect with AMTRAK's SOUTHWEST LIMITED in Flagstaff.

PIONEER TRAILS, INC. (PTI)

FLAGSTAFF: PTI also made schedule changes last November 1st. The very early morning round trip between Phoenix and Prescott was discontinued as was the mid morning/early afternoon round trip between Flagstaff and Page. PTI operates the PHOENIX-PRESCOTT-FLAGSTAFF-PAGE route, most of which was formerly operated by CONTINENTAL WESTERN LINES. Three daily round trips between Phoenix and Flagstaff remain as does one round trip between Flagstaff and Page.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: A number of service changes were made on April 1st. Headways were lengthened by a few minutes on 13-CORONADO HILLS VIA FIESTA, 14-CORONADO VIA ESCONDIDO, 15-DONIPHAN VIA MESA, 21 and 22-CHELMONT VIA RAYNOLDS, 23 and 24-DELTA VIA SECOND WARD, 35-HIGHLAND VIA RIO GRANDE and 63-LOMA TERRACE VIA HUNTER. 40-SUN VALLEY VIA PUSHING and 41-SUN VALLEY VIA MC COMBS now operate, on weekdays and Saturdays, in a semi express mode between Beaumont General Hospital and the downtown San Jacinto Plaza. On inbound trips the lines operate discharge only south and west of Beaumont except for the one stop at Five Points. Outbound trips only receive passengers between the Plaza and Beaumont Hospital except for Five Points. Line 32-BEAUMONT VIA PIEDRAS provides local service in this area operating on a half hourly headway using two buses. Line 40 now operates on a 36 minute headway and 41 on a 72 minute headway.

EL PASO RAPID TRANSIT AUTHORITY (EPRTA)

EL PASO: The El Paso City Council has appointed five persons to the initial RTA Board whose initial activites are supposed to be directed at calling for an election at which voters would be polled on the question of approving a 1/2% sales tax in El Paso County to maintain and improve transit service in the area. The RTA would not be a City of El Paso funded department but would be an independent agency. City officials have indicated that if a new tax base is not found that city property taxes would have to rise 6 per cent to fund existing transit. If the referendum failed then the RTA would dissolve and the mayor and City Council would retain jurisdiction over SCAT. The RTA Board has approved tentative goals and objectives for improving transit including service, where geographically frasible, within a quarter mile of all city residents and service to all parts of El Paso County within three years, rubber tire trolleys to expand downtown bus service, several new express routes, direct service to UTEP and the three campuses of El Paso Community College, improvements in service for handicapped individuals, installation of 200 additional bus shelters and development of many park and ride lots. The earliest that an election could be held is this August, but an election in November is also a possibility.

# # # # # # # # # # # # # # # # # # #

WT STAFF

Editor	Edmund Buckley	Reporters	Marvin Martin
			Steve Hoskins
Senior Staff	Warren F. Quon		Henry Leinbach
	Scott Page		Todd Terpening
	John McKane		James Husing

Editorial Office - 1506 West Nottingham Lane Anaheim, CA, 92802
Business Office - 1709 Elevado Arcadia, CA, 91006
Meeting Location - 272 Alpine Street Pasadena, CA, 91106 Second Sunday at 730 PM

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
RIDE O (Livermore Transit)	(6301	Chance	RT50/80-70116	
	(6302-6306	Chance	RT50/81-70117 - 81-70121	
Santa Cruz Metro Trnst Dist	8065	Gillig	3596T6V92/80053	correction
Yosemite Transp System	446	Gillig	4096T46V92/80446	
San Diego Transit Corp	543-545	Gillig	40102T86V92/81204-81206	correction
Dallas Transit System	(1001-1104	GMC	T80204/821700-1893	
	(1105-1128	GMC	T80204/822516-2530	
Utah Technical College	unnumb	MCI	MC5B/S11987	
United Trails	2759	MCI	MC9/CP037107	
Vaca Valley Bus Lines	(7715,7717	MCI	MC9/S14639, S15380	
	(7723	MCI	MC9/CP003307	
Quality Coaches	97-98	MCI	96A3/FP005030-5031	
Westours	817	MCI	96A3/FP005127	
AC Transit	2300-2302	Neoplan	ANH08/EL013523-13525	addtl info
Macy's (SMF)	unnumb	Neoplan	ANH08/FL013150-13151	
East County Transit	(001-007	Orion	01.502/F6001125-1131	30 footers
	(008-009	Orion	01.507/F6001123-1124	35 footers
Chula Vista Transit	(001-002	Orion	01.507/E6001105-1106	35 footers
	(003	Orion	01.502/E600109H	30 footer
	(004-008	Orion	01.502/E6001096-1100	"
	(009-011	Orion	01.502/E6001102-110H	"
Americoach	71-74	Prev	2P9L/F1001882,1887,1872, 1871	correction
Las Vegas-Tonopah-Reno Stg	330-331	TMC	MC9/3817-3818	
Royal Coach Tours	527	TMC	MC9/EF00H48?	
-USED-				
Custom Tours	323	GMC	PDH107/1201	Airporter 323
Fairfield Area Rapid Transit	442	GMC	SDM4501/053	Eastshore 442
RIDEO	(5304,12,15	GMC	TDH4517/319,327,330	Va Trnst 304,312, 315
	(5316	GMC	TDH4517/101	Chattanooga -
	(5337	GMC	TDH4517/1111	Wilmington 778
Yolo Bus	(01	GMC	TDH4517/1378	PT 4501
	(15	GMC	TDH4519/769	PT 4515
	(4513	GMC	TDH4519/3H7	PT 4513
Royal Coach Tours	712	GMC	P8M4905A/1901	McMahon 712
San Francisco Sheriff Dept	unkn	GMC	TDH3301/094	Navy - (correctio
Quality Coaches	90	MCI	MC8/S13148-U32662	
VIP Tours	80	MCI	MC8/-	GLW 7562
-DISPOSITIONS-				
City of Commerce Muni Bus Ln	314	GMC	T6H4521/446	pvt party
Orange County Transit	1035	GMC	TDH5303/4237	to mobile parts warehouse
ATS Transportation	(9659	GMC	PDH107/1260	to Kopecky (parts
	(9669	GMC	PDH903/030	to Kopecky
So. Calif. Rapid Trnst Dist	1124	Chance	MBS-3034/1077	pvt party
-REMANUFACTURED UNITS-				
AC Transit	(728,748	GMC	TDH4517/1590,1619	Done by Pac Bus
	(773	GMC	TDH4519/470	"