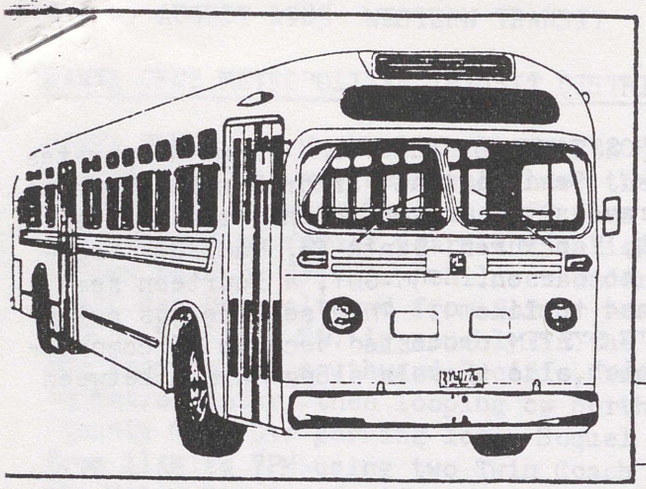


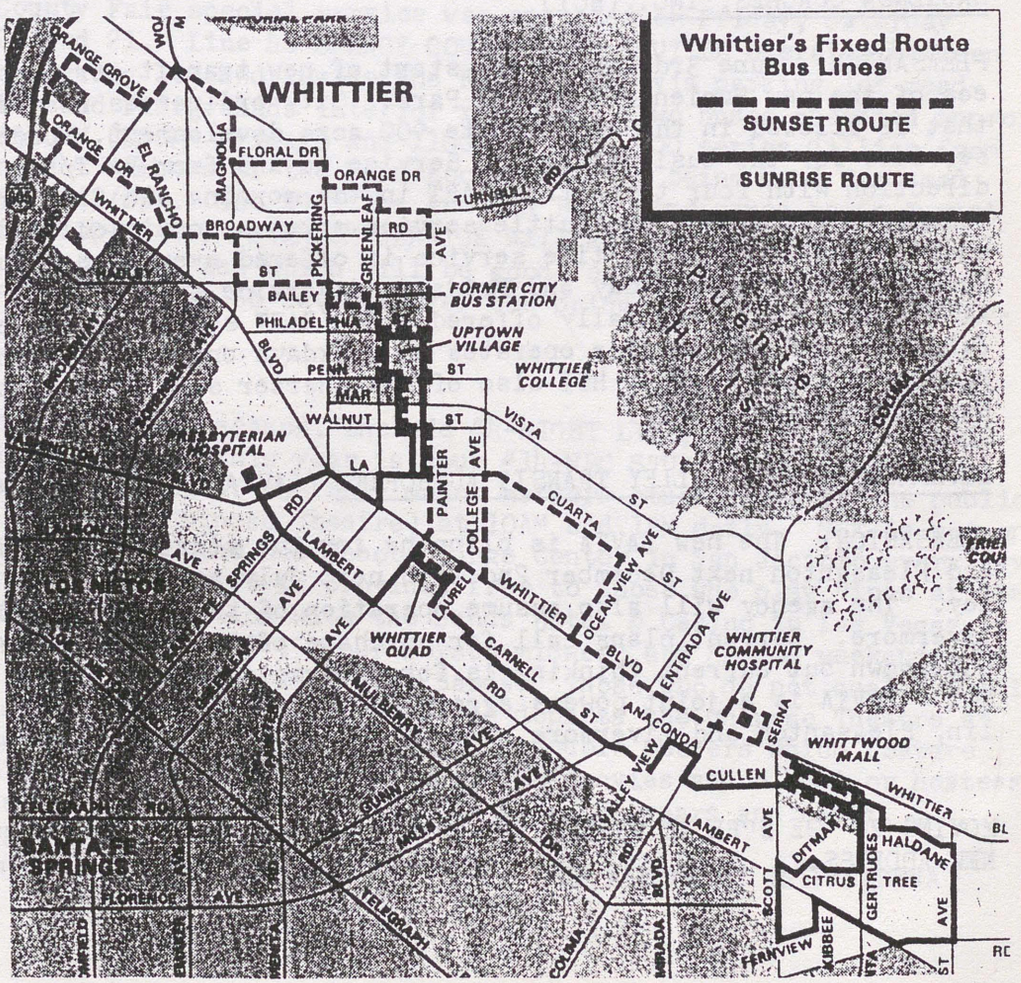
Western Transit

Monthly Publication of The Western Transit Society

VOL. 23 NO. 8 AUGUST 1985

WHITTIER TRANSIT (WT)

WHITTIER: Monday July 8th was opening day for WT, the area's newest intracity fixed route operation. WT is a two route, four bus system sponsored by the City of Whittier using Proposition A local return funds and operated by Transit Contractors (ATE Management/Wilmington Cab Company). Fleet maintenance is provided by Ryder Systems and the WT operating base is located in the City of Industry. The fleet consists of five Ford Econoline 350/Escort IIs numbered 701-705 which are painted creme for the body with a red over blue belt rail stripe and above the windows, black below the rub rail and the name WHITTIER TRANSIT on both sides. The units feature 19 brown fibreglass seats with padded inserts, air conditioning, two way radios, Diamond fareboxes, one piece headsigns, are not lift equipped and are powered by propane fuel. There are two routes, 1-SUNRISE and 2-SUNSET, which operate every 40/45 minutes between 630AM and 630PM on weekdays and between 830AM and 630PM on Saturdays. No service is offered Sunday, Thanksgiving Day, Christmas Day or New Years Day. Fares are 25¢ for all riders except children under five ride free with paying adult. Free rides were offered the first week. WT has been designed to offer service into many of Whittier's neighborhoods which did not have transit service previously and to connect then with the commercial areas including downtown, Whittier Quad and Whitwood Center Mall. An interesting sidelight to some segments of the routes is that they were once served by now discontinued RTD lines 117 and 118 (gone in 1976) whose history dates back to CROSS-TOWN SUBURBAN BUS LINES and likely before that. The city's share of Proposition A money, $650,000, is just about enough to cover the first year of operating costs including one time expenses of bus benches, shelters, bus stop signs and advertising costs.



THE CARSON CIRCUIT (TCC)

CARSON: TCC began its seventh route, G-CARSON STREET CROSSTOWN, on June 3rd. Line G operates once an hour between 800AM and 600PM seven days per week. Beginning at Harbor General Hospital (looping Vermont, 221st, Normandie and Carson the bus travels via Carson to the eastside making a large one way loop via Harborview, Dominguez, Prospect, Van Buren, Santa Fe, Madison, Prospect, Carson, Evonda, 218th, Embassy, 220th and McHelen to Carson. TCC 807, a fourteen seat Ford Econoline with an extended roof, is normally assigned to Line G. This service was originally scheduled to begin in February but TORRANCE TRANSIT SYSTEM protested because of competition for its Line 3-REDONDO BEACH-TORRANCE-LONG BEACH which also travels along Carson between Vermont and Avalon.

REDONDO BEACH TROLLEY (RBT)

REDONDO BEACH: The TROLLEY began operating during June on a two directional loop route beginning at the South Bay Galleria (Artesia & Hawthorne) and ending at Riveria Village (Prospect & Pacific Coast Highway) using two rubber tired trolleys operated by AMERICAN TROLLEY LINES of Mesa, Arizona. The units operate once an hour between 1000AM and 600PM Tuesday thru Sunday except for Thanksgiving, Christmas and New Years and a fifty cent (50¢) fare is charged for all riders. Operators do make change and the present fareboxes are cardboard cartons. The operators are outfitted with white shirt, black pants and red & white striped vests. The trolleys have TVI, Inc. bodies on International/Harvester chassis, are painted red with wood trim and seat 29, nine sideways in the front compartment and twenty forward facing in the rear compartment. There is also a rear observation platform. The units are radio equipped, the lights are in the shape of old fashioned globes and the trolleys have trolley bells which are used more to draw attention to the vehicles than as horns. After RBT operating hours the trolleys are available for charters at a cost of $50 per hour with a two hour minimum charge.

HACIENDA COACHES, INC. (HCI)

PLEASANTON: June 3rd marked the start of new transit service in the Pleasanton area for employees of the new Hacienda Business Park. City ordinances restrict the amount of vehicular traffi that is allowed in the approximate 900 acre development. Under contract, HCI operates three services for the business park. Service to and from BART/Bay Fair is offered peak hour and pea direction with four trips from BART in the morning and five trips to BART in the afternoon. Secondly, an inter-park shuttle service makes a continuous loop thru the park every fifteen minutes. Finally, a lunch time service is offered every ten minutes with service to Stoneridge Mall on Monday, Wednesday and Friday and service to downtown Pleasanton on Tuesday and Thursday All services were initially offered free (BART service began charging a 90¢ one way fare on July 1st) and all service operates on weekdays only. Four Neoplan Jetliners are used with an MC-8 as a spare coach. HCI also offers charter service when the buses are not committed for th Hacienda Business Park.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)

PLEASANTON: The new LAVTA is planning for the start up of two transit routes connecting Dublin and Pleasanton next December 2nd with next July as the target date for full service to the Valley. The agency will also assume operation of the 11 bus RIDEO system operated by the City of Livermore. Current plans call for purchase of twelve new buses. Actual operation of LAVTA is not known but current thinking is for contract operation, possibly with AC TRANSIT, RIDEO or HCI. LAVTA is a joint powers agency comprised of the County of Alameda and the cities of Dublin, Pleasanton and Livermore.

MOVING ?? BE SURE TO INFORM THE EDITORIAL ADDRESS SO THAT ISSUES OF WT WILL REACH YOU AT YOUR NEW ADDRESS.

ANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On March 30th the SANTA CRUZ BEACH-MALL SHUTTLE, which had not operated since the summer of 1981, was restored under the sponsorship of various civic and business groups to run on weekends through September 22 plus Memorial Day, July 4 & 5 and Labor Day. While a fare was not charged in former years a 25¢ ticket, good for unlimited Shuttle rides on date of purchase, is now sold by drivers (children under 12 accompanied by an adult still ride free). The route, which has been altered from former years to serve the new SCMTD Metro Center and City Parking #10 on S. River St. is roughly in the shape of a large figure 8 originating at the Metro Center and looping ccw southward Pacific, Washington, Beach, Cliff, 2nd, Washington, Pacific & Front to Metro Center, then looping cw northward Pacific Garden Mall, Cooper, S. River, Water, Ocean (County Govt Ctr parking lot), Soquel and Front to Metro Ctr. 15 minutely service is provided from 11AM to 7PM using two Twin Coach TC-31s of the 881-886 and 8004-8009 series which meet at the Metro Ctr route midpoint. The CAPITOLA BEACH SHUTTLE resumed its free seasonal service on March 31 running daily thru April 7, weekends only April13 thru May 26, then daily thru September 9. Initially, the previously established route from Bay Ave. and the Hwy 1 off ramp to Capitola Village was operated, but due to the development of a parking lot at that site, the parking lot was shifted one mile east to a location on McGregor Dr. near the next Hwy 1 off ramp at Park Ave., just outside the entrance to New Brighton State Beach. The new route is from the parking lot via McGregor, Park and Monterey to Capitola Ave. looping ccw thru Capitola Village via Capitola, Stockton and Esplanade onto Monterey. 15 minutely service is offered from 930AM to 630PM with coach requirements (also TC-31s) increased from 1 to 2 for the new longer route. On May 1st the seasonal extension of 40-DAVENPORT/NO. COAST BEACHES from Swanton to Ano Nuevo State Park (Elephant Seal winter breeding grounds) was suspended and the number of trips serving the Waddell Creek beach was reduced from 7 to 4 weekdays and from 4 to 3 weekends.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: For the 1985 Orange County Fair special service was operated on Friday, Saturday and Sunday July 12, 13, 14, 19, 20 and 21. Line 40-ORANGE COUNTY FAIR SHUTTLE operated between the Orange Coast College Merrimac parking lot and inside the Fairgrounds via parking lot roadways, Merrimac, Fairview, Arlington and Fairgrounds interior roadways. Two buses operated approximate 20 minute headways between 300PM (500PM Fridays) and 1100PM. Two 4500 series Gilligs from Division 4 were assigned. The correct numbers of the Ford Econoline vans being used for seed fleet vanpool units are 0202-0205 (WT 7/85). The 1985 Los Angeles Rams home games begin August 10th and all seven branches of Line 100-ANAHEIM STADIUM SERVICE will again operate this year. New this year will be a $25 Rams Season Bus Pass which will be good for all 3 pre season and 8 regular season games. This pass will offer an $8 savings over the price of regular round trips.

STARLINE SIGHTSEEING TOURS, INC. (SST)

HOLLYWOOD: Reactivated tours, for the summer season, include #4-NIGHT LIFE, 11-SIX FLAGS MAGIC MOUNTAIN and 13-QUEEN MARY-SPRUCE GOOSE. New this year is Tour #14-NBC STUDIO TOUR & STARS' HOMES which includes a behind the scenes look at the only major network studio open to the public The tour departs SST's Hollywood terminal (Chinese Theatre) at 10AM and 1PM daily. SST is now operating service from the Los Angeles area to the new Soboba Bingo Center in San Jacinto every day Sponsored by the Soboba Indian Tribe this service is provided free to those who play Bingo at the Center. SST is now also operating, in conjunction with the Sands Hotel & Casino in Las Vegas, a 20 hour turnaround gambling excursion priced at $7.50 per person midweek and $10 on weekends. To qualify for the rate six hours of gaming is required at The Sands. Those who do not qualify will be charged an additional $21 for return transportation. Service departs the Chinese Theatre at 1030AM every morning and SST is using a fleet of four new Neoplan double deckers which feature plush reclining seats, air conditioning, complementary beverages and movies and a host or hostess will be on board every trip. This service is available only to those 21 years and older.

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

SUMMER BEACH SERVICES

This year four specially designed inland to sea services have operated for the summer, three from last year plus one new alignment. NEW for 1985 is the CITY OF AGOURA HILLS BEACH BUS between the city of its name and Malibu Beach State Park. The city is using Proposition A funds and has contracted with EMPREE BUSES, INC. to operate the one route using their #48, a 1957 Crown (A-779-11/33603). A white on blue "BEACH" sign has been placed over the area above the front windshield and on the side is a sign reading "City of Agoura Hills Beach Bus". Service operates Monday thru Saturday between July 1 and August 31 with five round trips a day leaving Agoura Hills 800AM, 1000AM, 100PM, 300PM and 500PM and departing Malibu at 900AM, 1100AM, 200PM 400PM and 600PM. The route begins at Chumash Park at Meada Valley & Augora Glen and travels vi Meada Valley, Argos, Thousand Oaks Blvd, Kanan Road, Ventura Freeway serving the RTD stops at Liberty Canyon Road and Lost Hills Road, Las Virgenes Road to Parkmor Road, making a U turn and traveling via Las Virgenes/Malibu Canyon Road and Pacific Coast Highway to Cross Creek Road entrance to Malibu Lagoon State Beach. One way fare for all riders is 50 cents. Northbound trips (from Malibu) will, on request, deviate from Malibu Canyon along Piuma Road to serve the Piuma Fire Station. At the beginning of the summer only four round trips were being operated and a 24 passenger conventional bus was being used. Because the program was successful a fifth round trip was added, the bus was upgraded to a 53 seat Crown and the Piuma on call stop were all added. EMBREE is also operating the CALABASAS-WOODLAND HILLS-WILL ROGERS BEACH STATE PARK route (four round trips Monday thru Saturday between June 17 and August 31) using their #45, a 1957 Crown (A-779-11/33750) which has been appropriately signed for the service. A 50¢ fare is charged regular riders with 20¢ for students/seniors/handicapped. BROCK BUS LINES, INC. is operating the other two services, LA CRESCENTA-MONTROSE-SANTA MONICA and ALTADENA-SANTA MONICA which operate one round trip per day. Between June 20 and July 27 the buses ran Thursday and Saturday only. Between July 29 and August 31 service is operating Monday, Tuesday, Thursday, Friday and Saturday. BBL is using their #50 and 51, Crown A-426-11s, which have been outfitted with Cleveland fareboxes. On these two routes the fare is 50¢ per person. Appropriate front and side signs have also been affixed to these buses.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent applications to or decisions of the Commission:

J. H. Blizzard dba EASY RIDE COMMUTE granted a certificate between Vacaville, intermediate poin and United Air Lines Maintenance Base.

GREYHOUND LINES, INC. has applied for a ten per cent increase in intrastate passenger fares.

M. E. Gonzalez dba RAPID TRANSIT SERVICE has filed for a PSC between San Ysidro and Los Angeles

ORANGE BELT STAGES was authorized to increase passenger fares by 20 per cent intrastate.

LUXOR CAB CORP has filed to transfer its PSC to BAY AREA SUPERSHUTTLE between San Francisco International Airport and points in San Francisco.

The Molly Corporation has filed for a certificate between Modesto and Santa Barbara.

J. Joyce et al (JACK'S SHUTTLE) has filed for a certificate between points in Kern County and Ontario International Airport.

PACIFIC BUSING, INC. has been granted a certificate between San Fernando Valley, intermediate points and Los Angeles Harbor.

LUXE LIVERY SERVICE has applied for an additional route to its PSC between Santa Ana Regional Transportation Center and Los Angeles International Airport.

The Harbor Bay Business Park Association has filed for a PSC between Harbor Bay Business Park and BART/Coliseum Sta.

** AUGUST 1985 WESTERN TRANSIT

SOUTH LAKE TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: Changes in the 1984-85 winter season Heavenly Valley Ski Shuttle service included elimination of fares (was $1 cash or 75¢ token adults/25¢ juniors/15¢ seniors), starting weekday service at 830 instead of 800AM (weekend/holidays still start at 8AM and daily service still ends at 515PM), improving midday service from 60 to 30 minutely (same as peak) on BIJOU LOOP (red flag), STATELINE LOOP (yellow flag) and PIONEER/CASINO (green flag) routes serving the California Side Base Lodge and adding a fourth California side route, Y LOOP (yellow & black checkered flag) running hourly all day (1 bus) from the Tahoe Valley "Y" (intersection of U. S. 50, Lake Tahoe Blvd and Cal 89) via Lake Tahoe Blvd, Ski Run Blvd, Needle Peak and Wildwood to the Calif. Base Lodge. NEVADA/CASINO route (no flag but signed "Nevada Side" serving the Boulder Base Lodge from Stateline via U.S. 50, Nev 207 and Benjamin Dr. remains at hourly all day. This service is operated under contract for STAGE using STAGE Ford/Superior school bus types #3030-3042 & 3045 and Ford/Waynes #3053-3056. On March 1, 1985 the STAGE system was completely reorganized so that all routes operate thru to the Nevada State Line/Casino terminus instead of the basic system (since 1974) of a main line (M-STATELINE-D ST.) operating basically along Lake Tahoe Blvd (U.S. 50) with several detours into adjoining residential areas and connecting feeder routes (A-TAHOE KEYS-GARDNER MTN and B-GLENWOOD-PIONEER-AL TAHOE). Also "Graveyard" (1035PM-635AM) all night routes C-STATELINE-SIERRA-KEYS-D ST and D-STATELINE-GLENWOOD-AL TAHOE-SIERRA were modified slightly and now operate approximately 7PM-7AM replacing M line service which had operated half hourly to 10PM. The effect is to reduce Mainline evening service from 30 to 60 but add hourly evening service to areas formerly served by A & B which in recent years had no service between 700 and 1000PM. The new routes are numbered in a scheme that defies logic and are as follows: 25-STATELINE-D ST-VIA HOSPITAL from Stateline & Lake Tahoe via Lake Tahoe, Pioneer Trail, Willow, Ski Run, Lake Tahoe, Winnemucca, Helen, 2nd, South, Hwy 50, Lake Tahoe and looping cw Tata and D to Lake Tahoe. Returns Lake Tahoe, Ski Run, Pioneer Trail, Chonokis, Montreal, Park, Pine and Stateline to Lake Tahoe. 1 bus, hourly from Stateline 720AM-520PM, replaces M-STATELINE-D ST. 28-STATELINE-TAHOE KEYS-GARDNER MTN from Stateline from Lake Tahoe to Cal 89 and large ccw loop via Cal 89, 12th, Tahoe Island, Washington Keys Bl, Venice, 15th, Glorene, 13th, Julie & 10th to Cal 89 and returning 89 and Lake Tahoe to Park, looping cw Park, Pine & Stateline to Lake Tahoe. 1 bus, 60 minutely from Stateline 655AM-555PM, replaces A-KEYS-GARDNER MTN and Tahoe Island detour of M line. 31-STATELINE-GLENWOOD-SIERRA-AL TAHOE is a complicated loop from Stateline via Lake Tahoe, Pioneer Trail, Willow, Ski Run, Tamarack, Blackwood, Spruce, Glenwood, Pioneer, Al Tahoe, Johnson, Treehaven, Takela, Lake Tahoe, Sierra, Fountain, Martin, O'Malley, Blue Lake, Lake Tahoe, Los Angeles, Fresno, Lakeview, Lake Tahoe, Ski Run, Pioneer, Chomokis, Montreal, Park, Pine and Stateline to Lake Tahoe. 1 bus, hourly from Stateline 710AM-610PM, replaces B-GLENWOOD-AL TAHOE and Sierra Blvd detour of M line. 34-STATELINE-AL TAHOE-SIERRA-GLENWOOD is another complex loop which is roughly (but not exactly) the reverse of 31 from Stateline via Lake Tahoe, Pioneer, Willow, Ski Run, Lake Tahoe, Lakeview, Fresno, Los Angeles, Lake Tahoe, Blue Lake, O'Malley, Martin, Fountain, Sierra, Lake Tahoe, Lyons, Rufus Allen, Lake Tahoe, Johnson, Al Tahoe, Pioneer, Glenwood, Spruce, Blackwood, Tamarack. Ski Run, Pioneer, Chomokis, Montreal, Park, Pine and Stateline to Lake Tahoe. 1 bus, hourly from Stateline 610AM-610PM, replaces B-GLENWOOD/PIONEER/AL TAHOE and Sierra Blvd detour of M line. 42-STATELINE- "Y" AREA VIA HWY 50 NIGHT ROUTE from Stateline via Lake Tahoe, Winnemucca, Helen, 2nd, South, Melba, C St, Hwy 50, D St, Julie, Lake Tahoe, Cal 89 and ccw loop thru Tahoe Isl/Tahoe Keys/Gardner Mtn area same as 28, then returning Hwy 89 and Lake Tahoe to Poplar, looping cw Poplar, Pine and Stateline to Lake Tahoe. 1 bus, 60 minutely from Stateline 625PM-625AM, replaces Graveyard Route C. 47-STATELINE-GLENWOOD-SIERRA-AL TAHOE NIGHT ROUTE from Lake Tahoe & Stateline via Stateline, Pine, Poplar, Lake Tahoe, Pioneer, Willow, Ski Run, Tamarack, Blackwood, Spruce, Glenwood, Pioneer, Al Tahoe, Lake Tahoe, Sierra, Fountain, Martin, O'Malley, Blue Lake, Lake Tahoe, Los Angeles, Fresno, Lakeview, Lake Tahoe, Rufus Allen, Pickett, Valley, Cape Horn, Dot, Marlette, Johnson, Lake Tahoe, Ski Run, Pioneer, Chonokis, Montreal, Park & Lake Tahoe to Stateline. 1 bus, hourly 722PM-622PM replacing Graveyard Route D. 55-STATELINE-AIRPORT VIA HWY 50 is NEW running from Stateline loop via Lake Tahoe Blvd to the "Y" and U.S. 50 to South Lake Tahoe Airport. 1 bus, 60 minutely from Stateline 930AM-430PM. All STAGE routes operate daily on the same schedule as before. System bus requirements were reduced from 5 to 4 (700-830AM and 430-700PM), remained at 5 930AM-430PM when 55 is operating, were reduced from 3 to 2 between 700 and 1000PM and remained at 2 for all night use.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Beginning July 8th local bus service within Marin County was increased and fares were lowered as a result of a new approach to the funding of local service. The old cost allocation formula was replaced by a new incremental cost sharing system and Marin County Supervisors allocated $600,000 from county funds to help meet expenses of the expanded local service. Fare wise, the former system of $1 for the first zone traveled with 40¢ for each additional zone was replaced by a flat $1 fare. Students receive a 25% discount when they purchase discount tickets and elderly and handicapped persons are eligible for a 50% discount on all fares. Fares for inter county trips will continue to be based on fare zones. Service wise, four exisitng lines were extended, two new lines instituted and two former ones discontinued. 1-SAN MARIN-NOVATO-COLLEGE OF MARIN has been extended northward from Marinwood to Indian Valley Colleges, Novato and San Marin. 20-SAN RAFAEL-SAN FRANCISCO had most midday trips on weekdays extended from San Rafael via Anderson Drive, Kerner and other local streets to the Larkspur Ferry Termina 23-MANOR-FAIRFAX-MARIN CIVIC CENTER was extended north and east from San Anselmo along 4th to San Rafael and on to the Marin Civic Center in Santa Venetia. 50-NOVATO-SAN FRANCISCO has been extended, on weekdays, from Novato to San Marin. NEW is 21-LARKSPUR FERRY TERMINAL-STRAWBERRY which connects Larkspur Ferry, Kentfield, Corte Madera and Strawberry. It operates weekdays between 800AM and 400PM every 30 minutes. Also NEW is 39-LUCAS VALLEY-SANTA VENETIA which serves Lucas Valley, Marinwood, Terra Linda, Northgate Center and Marin Civic Center. Discontinued were 35-REST HARTE-SANTA VENETIA and 53-INDIAN VALLEY COLLEGES-NOVATO although the various extended lines and new service replaced most of those alignments.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: On July 1st the operation of EUREKA TRANSIT SERVICE was assumed by HTA. The four Bluebird All Americans and two Argosy buses were turned over to HTA. Five of the ETS drivers also came over and went to work for HTA although it meant a reduction in their hourly wage rate (the former contractor, Bishop Transit Service, had a higher rate), but it does include a wider range of fringe benefits. No changes were made in ETS service (four routes operating on a 40 minute headway). At the same time, HTA time table number 11 went into effect on the SCOTIA-EUREKA-TRINIDAD route. This was the first major change since HTA went to the hourly headway a couple of years ago. The new timetable reduces weekday midday service to every two hours while keeping peak hour service once an hour. This service hour reduction allowed for implementation of Saturday service, on a two hour headway, for the first time in HTA history. This timetable will be in effect until mid September.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AGT)

OAKLAND: Operation of Line 30-Z-RICHMOND-MARTINEZ (Martinez Link) was transferred to Western Contra Costa Transit Authority (WEST CAT) beginning July 1st with the sharing of operating costs split between AGT, BART, CENTRAL CONTRA COSTA TRANSIT AUTHORITY and Contra Costa County. Service will now operate every two hours between BART/Richmond and downtown Martinez with a $1.00 fare (50¢ for seniors and disabled). Transfers from other agencies will be accepted as payment of one half the fare. BART Express Line UP-BART/BAY FAIR-DUBLIN-PLEASANTON was rerouted, beginning June 24th, in Pleasanton to better serve the Hacienda Business Park. Line UP will now run via Stoneridge Drive and Hopyard Road rather than via I-680 to Sunol Blvd during weekday commute hours.

AGOURA HILLS DIAL-A-RIDE (AHDAR)

AGOURA HILLS: This newly incorporated city in the area between the west San Fernando Valley and Ventura County recently inaugurated a general purpose Dial-A-Ride system for the entire city. The service is planned for a six month trial basis operating weekdays between 700AM and 700PM.

WESTERN TRANSIT is always looking for transit news of your area. If your transit system is not listed within our pages it may be because we are not aware of the events that are happening.

** AUGUST 1985 WESTERN TRANSIT

EVERGREEN TRAILS, INC. (ETI)

SEATTLE: Following approval by the Gray Line Association Board of Directors ETI is the new franchise operator of GRAY LINE OF SEATTLE & TACOMA. ETI is a subsidiary of Holland America Westours. The new operator includes all sightseeing, charter, tour and convention business previously booked by GRAY LINE OF SEATTLE or WESTERN TOURS. In addition, the Port of Seattle has awarded ETI the exclusive rights to operate between Seattle-Tacoma International Airport and downtown Seattle for the next three years. This service, "Airport Express", operates every half hour between 530AM and 1100PM serving the Madison, Crown Plaza, Four Seasons Olympic, Warwick, Weston and Sheraton hotels. ETI now operates a fleet of 70 motorcoaches for the traveling public in the Northwest.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: A four month long study of SCAT operations by National Transit Services, Inc. is now underway. Included in the survey will be an analysis of present routes and schedules as well as demographics and market research. Being conducted independently is a passenger count of exisitng riders broken down on a route segment basis. The five member board of the El Paso Rapid Transit Authority is now looking at the November election to include a question on the creation of EPRTA which would provide an expanded countywide bus system with a new, administrative board to collect taxes to support part of the system. The present SCAT system is funded as part of the City of El Paso budget. Presently on going is "an intensive data gathering and planning effort" including public hearings in all six city representative districts. The proponents of the authority are conducting an educational campaign pointing out the benefits of transit to all area voters to avoid a repeat of the 1981 vote on transit in which transit authority formation was defeated.

CITIFARE (CF)

RENO: A number of route and service changes were put into effect with the January 1985 system changes. Sunday and holiday evening service was added on 1-RENO-PARKLANE-MEADOWOOD, 2-RENO-ODDIE-GREENBRAE, 5-RENO-SUTRO-SUN VALLEY and 9-RENO-KIETZKE-NEIL-MEADOWOOD. Line 2 also received improved Monday-Saturday am/pm peak service from 30 to 15 minutely. 8-RENO-RALEIGH HEIGHTS-LEMMON VALLEY changed the Reno CBD loop to be the same as Line 7 and extended 3 am and pm Monday-Saturday trips north from regular Lemmon & Palace terminus via Lemmoh, Waterash, Chesapeake, Idaho and Lemmon to Pompe looping cw Pompe, Salman and Ramsay to Lemmon, returning Lemmon to Palace. 14-RENO-WASHOE MEDICAL-MGM was shortened to terminate at the MGM Grand Hotel with 24-RENO-WELLS-VASSAR-TERMINAL-PLUMB was rerouted at its eastern terminus into an expanded loop. Line 20 was discontinued and replaced in most part by a revised 22-SPARKS-PROBASCO-QUEENS-TRUCKEE LANE. New route is from ccw loop of Prater, 12th, C St (Sparks Transfer Site) and Pyramid to Prater to Emerson, thence cw loop via Emerson, 4th, Queen, Truckee and Emerson to Probasco. Headways are hourly with evening service added along with all day Sunday 624AM-910PM.

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WT STAFF

Editor — Edmund Buckley

Senior Staff — Jack Perry, John McKane, Scott Page, Warren F. Quon

Reporters — Henry Leinbach, Marvin Martin, Eli Bail, Bob Burrowes

WTS OFFICERS AND ADDRESSES

Business Office — 1709 Elevado, Arcadia CA 91006

Editorial Office — 1506 West Nottingham Lane, Anaheim CA 92802

Meeting Location — 272 Alpine Street, Pasadena CA 91106, Second Sunday each month beginning at 730 PM

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EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Sunflower (L.A. Sightseeing)	4713	TMC	MC9/EP004259	
Boise-Winnemucca Stages	174	TMC	MC9/EP004404	
Roberts Holiday Lines	654	TMC	MC9/EP003872	
Via Charter Lines (Merced area)	(85	TMC	MC9/EP004265	
	(86	MCI	96A3/-	
Preferred Charter	8508	MCI	96A3/-	
Lewis Brothers Stages	360	MCI	MC9/BP035973	
Marin Airporter	19	MCI	MC9/EP039102	
Torrance Transit System	422-426	Orion	01.502/F6001151--	
SLO Transit (San Luis Obispo)	(130-132	Orion	01.502/8906,407,-	
	(133-134	Orion	01.506/92500,-	
All West Tours	(560	GMC	P8M4905A/1923	
	(565	GMC	H8H6409/085	
Hacienda Coaches	(101-104	Neoplan	N208/FB51506,01,02,04	"Jetliners"
	(901	Neoplan	AN340/FL013005	"Metroliner"
Starline Sghtsg Tours	2001-2005	Neoplan	N116-3/-,-,FS51070,-,-	double deckers
Whittier Transit System	701-705	Ford/Natl	Econ 350/Escort II	
North County Transit Dist.	301-320	#Glg/Neo	PT-3208-30-96/E8201-8220	
Arcata & Mad River Trnst Sys	004-006	#Glg/Neo	PT-3208-30-96/E8224,8222,8223	
Intracity Transit (Modesto)	20136-1144	#Glg/Neo	PT-3208-30-96/E8225-8229	even nos only
Pierce Transit (Tacoma)	(201-235	Gillig	4096TB6V92/81096-81131	
	(236-239	Gillig	4096TB6V92/81233-81236	
THE BUS (Honolulu)	(903	Gillig	40TB1026V92/8071 4	replacement
	(904-980	Gillig	40TB1026V92/80605-80681	
Albany (OR) Transit System	unkn	Gillig	4096TB6V92/80719	
Grays Harbor Tansit (WA)	T21-T25	Gillig	40TB966V92/80779-80783	
Butte County Transit	006-007	Gillig	40TB966V92/80997-80998	
Utah Transit Authority	(8465-8492	Gillig	35TB966V92/81035-81062	
	(8493-8496	Gillig	35TB966V92/81199-81202	
Golden Rain Foundation	unkn	Gillig	30TB966V92/81064	
Banning Transit System	205-206	Gillig	3096TB6V92/81131-81132	
Fairfield Transit System	624-627	Gillig	3096TB6V92/81237-81240	
-USED-				
SLO Transit	72-73	#Glg/Neo	636D/E3927,E8221	former demos
Hacienda Coaches	7801	MCI	MC8/S13388	
Mercury Tours	711,713	MCI	MC8/BP035055,S15278	
Bridgewater Transport	204,211,213	MCI	MC7/-,-,-	213 ex GLW 2000
All West Tours	711,724	GMC	T8H5305A/111,124	GGT 711,724
Laidlaw Transit, Inc. %	707,712,714	GMC	S8M5304A/059,064,066	Hawaii Scenic 717,712,716
Unitrans (U.C. Davis)	5311	GMC	TDH5303/4789	SMMPL 5351
-DISPOSITION-				
Santa Monica Municipal Bus	(5357,62,63, 64,66	GMC	TDH5303/6145,50,51, 52,54	For Sale "
	(5367-5372	GMC	T6H5305/192-197	"

#-The Gillig/Neoplan buses listed are several years old and are members of the group of small buses made in Hayward, California when the two manufacturers joined forces.

%-Laidlaw Transit, Inc. is the former ARA Transportation renamed since the bus business was purchased from ARA by a Canadian firm, Laidlaw Limited.