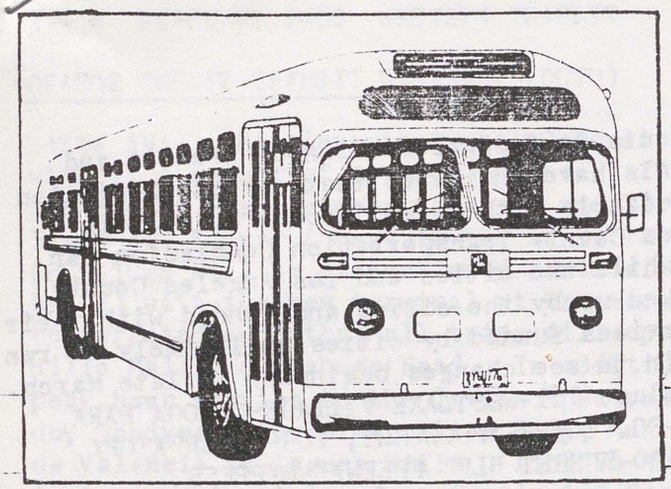


Western Transit

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STOCKTON METROPOLITAN AREA REGIONAL TRANSIT (SMART)

STOCKTON: SMART is the new operating name for the former STOCKTON METROPOLITAN TRANSIT DISTRICT. At the January 20th Board meeting SMART staff proposed an general fare increase to include: Base fare from 50¢ to 60¢, elderly and handicapped 10¢ to 30¢, zone charge fare 50¢ to 70¢ and express fare from $1.00 to $1.35. The Board voted to study the proposed increases prior to taking any official action. SMART is now in its third month of service to the Lawrence Livermore National Laboratory in Livermore. The service is offered on a subscription basis with a monthly pass costing $50.00. One bus is used leaving the SMART yard at 608AM and arriving Livermore Labs at 745AM. The driver then leaves the bus and returns to Stockton by automobile. In the afternoon the driver arrives by car, leaves the Labs at 445PM and arrives the SMART yard at 612PM. At this time ridership is better than anticipated with a fifty per cent farebox return. The service uses no federal or state monies. There are three pick up points enroute to the Labs and there are eight discharge/pick up points in Livermore.

Livermore Subscription Service

	Read Down	Read Up
SMART Yard	608 AM	612 PM
CALTRANS Park & Ride	625	603
Marina Village	641	549
Livermore Labs	745 AM	445 PM

SMART Yard is at 1533 East Lindsay Street, CALTRANS Park & Ride is located at Highway 00 and Hammer Lane, Marina Village is at 3201 West Ben Holt

CITY OF ESCALON (COE)

ESCALON: Beginning January 1st SMART is now running the ESCALON TRANSIT SYSTEM through an agreement with the County of San Joaquin. This service takeover was in response to the Escalon City Council's desire to greatly reduce the city's involvement in transit. SMART provides administration, maintenance and operations for the service. This includes providing an operator, marketing of the service and grant administration. The fleet roster includes a Dodge Ram Van and a Mercedes Benz model 300. The vehicles used are owned by the City of Escalon and are kept at SMART yard. Escalon is located in San Joaquin County about twenty five miles southeast of Stockton.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: With a combination of already expected cuts in federal funding of transit and the Gramm-Rudman balanced budget amendment RTD officials have indicated that almost $2 million worth of service would have to be removed almost immediately with an additional $8 million cut beginning next July. RTD has asked the Los Angeles County Transportation Commission for about $500,000 to continue service on marginal lines while the cities and Los Angeles County decide whether to operate them or not. Lines not picked up by the cities and funded with their share of transit tax money will likely disappear. Services funded by cities will likely be run under contract by private firms. Bus riders will begin to see changes beginning in late March. RTD lines likely to be discontinued or transferred include 161-WESTLAKE VILLAGE-CANOGA PARK, 192-ARROYO-NO. WHITE-SAN BERNARDINO AVE, 194-WEST 9TH-SO. TOWNE-ARROW HWY, 203-OBSERVATORY SHUTTLE, 423-WESTLAKE-WOODLAND HILLS-LOS ANGELES and 430-SUNSET BLVD FREEWAY EXPRESS.

Beginning on Monday December 2nd Line 466-LA MIRADA-LOS ANGELES PARK/RIDE was revised to begin serving the new CALTRANS Downey Park N Ride lot located at Lakewood Blvd and the Santa Ana Freeway. Northbound 466 buses stop right next to the lot in a turn out of the Lakewood Blvd freeway on ramp while southbound buses stop on the southside of the freeway at Lakewood. The fare between Lakewood Boulevard and downtown Los Angeles is $1.55.

Construction has recently started on a new $6.8 million bus maintenance facility on the site of Division 1 at Sixth and Central. Shirley Bros., Inc. of Pasadena is the general contractor. When the facility is completed operations presently at temporary Division 1 at 16th & San Pedro will return (WT 9/85).

January 26th was the date of the Winter Shake Up and it included several service and schedule changes. Both headway improvements and headway slippings occurred throughout the system (forty lines) based on passenger demand. In addition, new Owl service (100AM-400AM) is now provided on four lines: 33-VENICE BOULEVARD, on 92-LOS ANGELES-SAN FERNANDO between Los Angeles and Burbank, on 180-HOLLYWOOD-PASADENA between Hollywood & Vermont and Colorado & Lake and on 480-LOS ANGELES-WEST COVINA-POMONA between Los Angeles and Eastland Center. Weekend service on 320-WILSHIRE BOULEVARD LIMITED and 333-VENICE BOULEVARD LIMITED was discontinued. Operationally combined were 267-TEMPLE CITY BLVD-DEL MAR AVE-LINCOLN and 493-LOS ANGELES-EL MONTE-MONROVIA.

Six possible rerouting plans for Metro Rail have been proposed-four subway and two elevated routes-all designed to avoid the potential hazard of underground methane gas in the Fairfax area. The elevated routes run along Wilshire and either Fairfax or La Brea while the subway routes skirt the area. The subway routes include Wilshire to Vermont to Sunset with a leg westward along Pico between Crenshaw and Fairfax, Wilshire to Western to Sunset with a leg on Pico, Wilshire to Vermont to Sunset with a leg on Olympic between Crenshaw and Fairfax and Wilshire to Western to Sunset with an Olympic leg. Hearings to determine the proposed final routing will take place this spring. Funding of $429 million for the first 4.4 mile segment between Union Station and Wilshire & Alvarado still has to be negotiated between RTD and UMTA and the various budget issues and the Reagan Administration position on funds for transit have kept the issue from being resolved yet.

WEST HOLLYWOOD SHUTTLE (WHS)

WEST HOLLYWOOD: WHS was a one bus, loop type service operating weekdays only every half hour between 900AM and 600PM over an alignment including San Vicente, Sunset, Sweetzer, Fountain, La Brea, Santa Monica and San Vicente to Beverly operated under contract to the County of Los Angeles by HUDSON GENERAL COACH LINES. In late 1984 the previously unincorporated area of West Hollywood became a city and last July, when the contract renewal for the WHS came due, the new municipal officials decided not to renew the contract and the service was discontinued without replacement.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The eleventh Annual General System Shake Up takes effect on February 16th and with it a number of service changes. 22-TUSTIN-BREA is being revised to operate on Kraemer instead of Rose between Miraloma and Yorba Linda Blvd and is also being discontinued beyond Birch and Flower (Brea) to the La Habra Fashion Square along Lambert Road. 59-GRAND-GLASSELL CROSSTOWN will be discontinued north of Northeast Anaheim Industrial Area (replaced partially by 22) with the new terminal at Kraemer and La Palma. 75-LAGUNA HILLS-EL TORO-SANTA ANA will be rerouted such that all trips will operate on Lake Forest Drive and Rockfield between Laguna Hills Mall and Trabuco Road. In addition, a 75A branch will be established providing limited peak hour service to the Irvine Spectrum Complex area and routed via Trabuco, Bake Pkwy, Toledo, Goodyear, Jeronimo, Alton Pkwy, Muirlands, Lake Forest, Avenida de la Carlota and Paseo de Valencia to Laguna Hills. Line 78-HUNTINGTON CENTER-LAGUNA HILLS VIA IRVINE will be reduced to two morning trips from Huntington Center and three afternoon trips from Laguna Hills with service no longer provided west of Huntington Center to downtown Long Beach. All trips will serve the Irvine Industrial Area via Alton Parkway, Red Hill and MacArthur. 85-CAPISTRANO BEACH-SANTA ANA will be rerouted in downtown Santa Ana to travel along Santa Ana Blvd/Fifth Street between Fuller Street and the 6th & Flower terminal instead of along Poinsettia, Washington and Broadway. Line 87-SAN CLEMENTE-FULLERTON VIA INTERSTATE 5 was discontinued without replacement. It consisted of two branches, San Clemente to Fullerton northbound in the morning and southbound in the afternoon and Fullerton to Santa Ana southbound in the morning and northbound in the afternoon. Line 33-MAGNOLIA AVENUE was transferred from Division 4 to Division 6 and 71-TUSTIN AVENUE was moved from Division 6 to Division 7. Both 66-MCFADDEN AVENUE and 74-TALBERT-MAIN-CULVER were transferred from Division 4 to Division 7. There will also be a large shift in equipment assignments due to changes in accessible wheelchair service. All accessible service will be provided using the 30/3100 series GMC RTS buses. The 4000 and 4500 series Gilligs will continue to operate, but will not be considered accessible. Full accessible service will continue to be provided on 37-EUCLID, 42-LINCOLN, 43-HARBOR, 57-LAGUNA BEACH and 60-WESTMINSTER/17TH. Partial accessibility will be offered on 29-BEACH, 30-ORANGETHORPE, 49-STATE COLLEGE BL, 53-MALL OF ORANGE-BALBOA, 54-CHAPMAN AVE, 56-GARDEN GROVE BL, 64-ROLSA AVE, 70-EDINGER AVE, 76-ADAMS AVE-IRVINE, 85-CAPISTRANO BEACH-SANTA ANA and 91-LAGUNA HILLS-SAN CLEMENT Accessible service will no longer be offered on 33-MAGNOLIA, 38-LA PALMA AVE, 45 FAIRVIEW, 46-BALL ROAD, 72-WARNER AVE and 95-PACIFIC COAST HWY. On schedule material each accessible bus trip will be identified by an appropriate symbol.

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: The Teamsters Union strike against ASI ended December 14th with bus operators taking a pay cut (to $9.93/hour top rate) with four instead of eight holidays. As replacement employees were hired, the regular employees were recalled as openings occurred. Since that time service on the Pasadena Division has been changed to service only the Holiday Inn and Hilton Hotel. The Anaheim Sheraton has been added as a pick up point on the Orange County Division and service has been reinstated to the Hollywood Roosevelt Hotel on the LAX-HOLLYWOOD-UNIVERSAL CITY route.

PASADENA SHUTTLE (PS)

PASADENA: PS, affiliated with SUPERSHUTTLE, began operating service between Pasadena and the Burbank Airport last May 1st charging a $7 one way fare. Originally there were three Pasadena terminals, Holiday Inn, Hilton and Huntington Sheraton, but since the November closing of the Sheraton that hotel is no longer served. Service is operated on a ninty minute headway between 600AM and 800PM using PS #690, a ten passenger Dodge Ram 350 Royal van, equipped with blue leatherette seats with seat belts, small baggage section, air conditioning, two way radio and credit card validator. The service is sponsored by The Pasadena Center.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

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

Application of T. F. Kirkman to acquire control of COMMUTER BUS LINES, INC. from W. D. Bourne et al thru acquisition of outstanding stock.

Application of GREYHOUND LINES, INC. to increase intrastate passenger fares by 13 per cent.

G. A. Hughes (MARIN AIRPORTER) has applied to increase passenger fares by about 11 per cent.

Lord & Miner, Inc. dba Blue & Gold Para-Transit Lines has applied for a certificate between Lancaster and Victorville.

24 HOUR AIRPORT EXPRESS has applied to reduce passenger fares by $3 between LAX and Anaheim points, et al.

Application of SANTA BARBARA AIRBUS, INC. to increase passenger fares by ten per cent between LAX and points in Santa Barbara County.

GREAT AMERICAN STAGELINE, INC. has applied for a PSC to serve Newbury Park.

ANTELOPE VALLEY BUS, INC. has applied to increase fares for additional revenue of $667,377 between Lancaster, Edwards Air Force Base and intermediate points.

LEISURE TRANSPORTATION, INC. has been granted a certificate between points in Los Angeles County and Mammoth Lakes.

Challenger Coach Leasing has been granted authority to increase passenger stage home to work fares by $11 per month between points in Ventura County and Los Angeles.

R. D. McClain (Victor Valley-Ontario Airport Shuttle) has been granted a PSC between Victorville and Ontario Airport.

EUREKA-REDDING STAGES, INC. dba REDWOOD EMPIRE LINES has been granted authority to increase passenger fares by seven per cent.

PATHFINDER TRANSPORTATION, INC. has been granted a home to work certificate between Thousand Oaks and Los Angeles.

COMMUTER EXPRESS (CE)

LOS ANGELES: Started December 9th was CE operating between the Los Angeles Commuter Express Terminal at Magnolia and Hayvenhurst (Encino) and downtown Los Angeles stopping at Temple/Broadway, 1st/Hill, 1st/Hope, 5th/Flower, 7th/Flower and 11th/Flower. Three inbound trips depart Encino at 600AM, 645AM, 730AM and depart downtown at 415PM, 500PM and 515PM. LAIDLAW TRANSIT, INC. operates this service under contract with the City of Los Angeles, Department of Transportation using a fleet of four new Gillig Phantom buses, 40 x 102, with one door and mostly forward facing seats. Monthly fares are $65 (Ed. Note - it is expected that there are daily fares, but price is unknown). In addition to automobile parking spaces there are also bicycle lockers available at the Encino terminal.

Monthly Entertainment Meetings are held the second Sunday of the month at 730PM at 272 Alpine Street in Pasadena, California - mark your calendar so that you will remember to attend.

COUNTY TRANSIT (CT)

SAN JOSE: Changes effective with the Oct 7th Sign Up are as follows: 15-MORGAN HILL-JACKSON OAKS and 16-MORGAN HILL-SAN MARTIN (South County locals) had their common terminal loop at Morgan Hill City Hall changed and now run Main, Peak, Alkire, DeWitt to Main. 23-SAN JOSE-STANFORD SHOPPING CTR VIA STEVENS CREEK and 24-SAN JOSE-STANFORD UNIVERSITY VIA STEVENS CREEK were rerouted to serve the relocated Valley Fair Transfer Ctr by running straight along Forest to Winchester and 23 had its weekday peak alternate trips between San Jose and Vallco Fashion Park (approx 30 minutely 630-900AM and 230-500PM) discontinued in favor of new "Bonus Bus" 301 (which see) resulting in reduction of peak bus requirements from 12 to 9. 25-EAST SAN JOSE-DE ANZA COLLEGE had its E. San Jose terminal loop shortened to run ccw Story, Meadows, Easthill and White to Story and changed eastbound trips in the Moorpark area to run on Empey from Moorpa to Thornton. 26-EASTRIDGE-SUNNYVALE VIA PRUNEYARD had weekday service to Moffett Park/Lockheed altered to run cw during peaks Java, Mathilda, Lockheed, 11th, G, 5th, Mary, 3rd, J, 1st, C and 3rd onto Java and during midday to run Java, Mathilda and short ccw loop via 5th, C, 6th and Mathilda. 30-MILPITAS-SUNNYVALE S P DEPOT (CALTRAIN), a weekday peak only line with 4 am trips from Milpitas and 4 pm trips from Sunnyvale was discontinued due to lack of ridership. 33-EASTRIDGE-NO 1ST/OAK CREEK is a NEW weekday peak only line from Hillview Park & Ride in S.E. San Jose via Capitol Expwy, Quimby, Eastridge Ctr Loop Road, Quimby, Tully, King, Santa Clara, 7th (returns 6th), San Fernando, 3rd, Julian, 1st (returns from 1st via Jackson, 2nd, James and 4th to San Fernando), Brokaw, Junction, Charcot, Paragon, O'Toole onto McCarthy, looping cw Mc Carty, Sycamore, Barber and Cottonwood to McCarty. Operates 9 am trips northbound from Eastridge on headways ranging from 11 to 26 minutes and 11 pm southbound trips from Oak Park approximately every 20 minutes. Operates from both Agnews and Chaboya Divisions using 5 am and 6 pm coaches, 2 from Agnews and rest from Chaboya. 37-EASTRIDGE-CAMDEN & UNION was extended on its western end from Camden & Union to Camden & Bascom. 38-MONTEREY & SENTER-LOS GATOS COMM HOSP had its western (Los Gatos) cw terminal loop changed to run Knowles, Capri, Parr, Dardanelli, Knowles, Pollard, Burrowes, Hacienda and Winchester and had Sun/Hol headways stretched from 45 to 90 minutely, buses reduced from 2 to 1. 40-L'AVENIDA & MACON-SAN ANTONIO CTR increased the number of pm peak trips on the ccw loop thru the No. San Antonio/Casey/Charleston industrial area from 4 to 5. 54-WEST VALLEY COLLEGE-SUNNYVALE had the number of weekday peak trips servin the west side of the Lockheed Missiles & Space Co. (MSC) complex increased from 3 to 4 each am and pm and had this cw loop extended north from 3rd via J, 1st and C to 3rd and regular route. 57-WEST VALLEY COLLEGE-GREAT AMERICA had its 2am/pm weekday peak extended trips to Lockheed/Moffett Park changed to serve 1st & C same as 54. 60-LOS GATOS-GREAT AMERICA had its 3am/pm weekday peak extended trips to Lockheed/Moffett Park rerouted to serve 1st & C same as 54 and 57 and route on Los Gatos end changed between Saratoga and Main to run Saratoga and Los Gatos Blvd onto Main to a new layover zone at Civic Center after looping Town Center Plaza. 61-CAMDEN & BRANHAM-LOCKHEED VIA SCOTT had its Lockheed loop extended to 1st & C as 54, 57 and 60. 62 PIEDMONT HILLS-LOS GATOS (effective Sept 3) had its Los Gatos layover point shifted to Civic Center as 60, at request of City of Los Gatos. 67-BERNAL & SANTA TERESA-ALMADEN EXPWY had that portio of its large Santa Teresa loop which is operated in the ccw direction except during the weekday am peak changed to run on Tennant and Silver Leaf. 70-MILPITAS-SEVEN TREES VIA EASTRIDGE had Saturday headways improved from 30 to 15 minutely between 9AM and 5PM (buses increased from 5 to 11) and Sun/Hol requirements increased from 5 to 6 with no change in 30 minute headway. 75-ALVISO-SANTA TERESA HOSPITAL had average weekday headways lengthened northbound am (from Santa Teresa) from 10 to 20 minutely and southbound pm from 14 to 20 minutely with buses reduced from 8am/10pm to 6am/8pm due to added parallel service on new "Bonus Bus" 302 (which see). 76-LOS GATOS-SUMMIT ROAD (effective Sept 3) reduced the number of round trips (runs weekdays only) from 10 to 9 reducing non school day pm buses from 2 to 1 (second pm bus still needed for the reverse loop pm school day trip along Old Santa Cruz Hwy) and Los Gatos layover changed same as 62. 126-CAMPBELL-LOCKHEED EXPRESS VIA LAWRENCE had its Moffett Park/Lockheed loop changed from ccw to cw, dropped service on Moffett Park Blvd and Borregas in favor of extending further into Lockheed and now runs same loop as 120, 122, 123, 124, 127 and 128 which is from Java via Mathilda, 5th, C, 6th, Mathilda, Lockheed, 11th, G, 5th, Mary, 3rd, J, 1st, C and Java to Mathild

COUNTY TRANSIT Continued

140-FREMONT/EAST-MTN VIEW EXP VIA GREAT AMERICA dropped its am westbound only routing off Cal 237 via Lafayette, Calle de Luna, Calle del Sol and Tasman to Great America Pkwy in favor of the more direct route via Cal 237 and Great America, same as pm trips. 160-GILROY-SAN JOSE EXPRESS was rerouted southbound thru downtown San Jose to run on Jackson and 4th to San Carlos. 164-SAN JOSE CALTRAIN DEPOT-IBM COTTLE & BAILEY PLANTS EXP (1 am southbound/1pm northbound) was discontinued for lack of ridership. 165-WESTGATE NO. SAN JOSE-OAK CREEK EXPRESS was reduced from 3 am northbound/pm southbound trips to one each. A new "Bonus Bus" weekday peak service was introduced along two routes, making limited stops (mainly at transfer points) but charging the regular fare (60¢) instead of a premium fare as the $1 for express. These lines are: 301-DWTN SAN JOSE-DE ANZA COLLEGE VIA STEVENS CREEK from 4th & St. James via 4th, San Carl (returns from San Carlos via 3rd and St. James to 4th) onto Stevens Creek to Stelling in Cupertino (De Anza College), thence makes a large ccw loop via Stevens Creek, Bubb, McClellan and Stelling to Stevens Creek. Runs 30 minutely 630-900AM and 230-530PM using three buses from North Division. 302-SO. SAN JOSE-LOCKHEED/MOFFETT PARK VIA 1ST from Bernal & Santa Teresa via Santa Teresa, Snell, Skyway, Monterey Hwy onto So 1st, San Carlos, 3rd, Julian, No. 1st (returns No. 1st, Jackson, 4th, San Carlos and Reed to So. 1st), Cal 237. Caribbean, Crossman and Java to Mathilda (Sunnyvale), looping cw thru the Lockheed MSC complex same as the 120 series express routes. Runs northbound (to Lockheed) in am with 7 trips from 438 to 700AM approximately 20 minutely and southbound in pm with 9 trips from 243 to 540PM at 30 minutely using 6 buses from North Division.

49ers FOOTBALL SPECIAL service from selected Park & Ride Lots in Santa Clara County was expanded for the 1985 season to add pickup points at Mission College and K Mart at El Camino Real & Lawrence Expwy in Santa Clara to the previously established routes from Camden & Branham in south San Jose, K Mart at Fruitdale & Meridian in central San Jose, Vallco Park at Stevens Creek & Finch in Cupertino and the Mountain View route whose pick up point was changed from the defunct Mayfield Mall to San Antonio Shopping Center. In equipment news, the Board of Directors at its December 17th meeting approved the expenditure of $357,000 for the purchase of 596 sliding from Excel Industries to replace the fixed windows on CT's RTS II coaches (TH8201s #1000-1065 and T7H203s #1100-1149).

TRAILWAYS LINES, INC. (TWI)

LOS ANGELES: On November 18th TRAILWAYS WESTERN LINES drastically reduced service throughout the San Joaquin Valley. The former three daily round trips between San Francisco and Los Angeles and the two round trips between Sacramento and Modesto connecting with the San Francisco buses were all discontinued. The two LOS ANGELES-SACRAMENTO trips continue and two round trips between San Francisco and Modesto connecting with the Sacramento cars were added. There no longer is direct service between Los Angeles and San Francisco. In New Mexico, one of three daily round trips between Albuquerque and El Paso was also discontinued.

MANHATTAN BEACH TROLLEY (MBT)

MANHATTAN BEACH: February 17th was the first day of MBT operation, a circular type of route operating between the downtown area and Manhattan Village Mall, operating six days a week 30 minutely between 9AM-1PM and 2PM-6PM and charging a fifty cent fare. MBT is being operated by AMERICAN TROLLEY LINES who is still also operating in Redondo Beach and Santa Monica. From 15th and Highland the trolley operates via Highland, Manhattan Beach, Redondo Ave, Marine Ave, Cedar, Manhattan Village mall roadways, Rosecrans, Sepulveda, Valley Drive and 15th to Highland. The City of Manhattan Beach has signed a one year agreement with ATL to provide this level of service for $24,000 in addition to passenger fares and advertiding revenue.

* FEBRUARY 1986 WESTERN TRANSIT

SUN CITY AREA TRANSIT (SCAT)

EL PASO: November 17th saw implementation of a series of route changes recommended in a city sponsored report conducted by National Transit Services, Inc. 10-UTEP SHUTTLE VIA SUNSET HEIGHTS: Sunset Heights-Mesita was split with Sunset Heights terminating in a UTEP loop from Hawthorne via Schuster, Sun Bowl, University, Oregon and returning via Schuster to Hawthorne. The est of the route is former Sunset Heights including the acute Los Angeles and Mundy corner. Operates half hourly 630AM-655PM weekdays and 830AM-655PM Saturday using one Citycruiser. 11-MESITA VIA KERN PLACE is now through routed with 21-CHELMONT VIA PAYNOLDS and 22-CHELMONT VIA CHELSEA which now both serve the Lincoln Center area and Social Security office. 13 CORONADO VIA FIESTA HILLS, 14-CORONADO VIA ESCONDIDO and 15-DONIPHAN VIA MESA now provide a combined 16 minute headway on the trunk, 48 minutes on each branch, and now serve Coronado Terrace, Chaparral Park and White Acres Good Samaritan Retirement Village. 23-PATSANO VIA FOX PLAZA and 24-DELTA VIA SECOND WARD now serve the Flower/DeVargas and Comanche/Tobin areas. 33-GOVERNMENT HILL VIA BASSETT CENTER no longer serves Airway Blvd, but Bassett Center will be served via Geronimo, Gateway and Magruder (SCAT is no longer allowed inside the center). 35-GRANDVIEW VIA DYER service on Wyoming was dropped and the bus now runs on Montana and Yandell. 33 and 35 are combined providing a combined 15 minute headway using RTS IIs. 40-SUN VALLEY VIA PUSHING and 41-SUN VALLEY VIA MCCOMBS were adjusted so that both lines now provide service to the Transmountain Campus of El Paso Community College. 40 and 41 are combined using RTS IIs. Sunday service is now provided on 51-EASTWOOD VIA MCRAE, 52-EASTWOOD VIA WEDGEWOOD, 53-VISTA DEL SOL VIA MONTWOOD and 64-TIGUA VIA SAN JOSE. 53 now uses several Citycruisers equipped to accommodate wheelchairs, two at a time, to provide the first accessible fixed route service in El Paso. 66-LANCASTER VIA NORTH LOOP was rerouted to serve the Valle Verde Campus of El Paso Community College. 68-YSELTA/SOCORRO ROAD CIRCULATOR is NEW. It provides service from Alameda & Zaragosa to the Colonia del Prado, Vista del Prado and Valley South subdivisions. Service is also provided during peak hours to and from the Pan American Industrial Park. Changes made before the November changes included extension of 1-EAST SIDE EXPRESS from Montwood Shopping Center Park & Ride to Our Saviour Lutheran Church and extension of 2-NORTHEAST EXPRESS from Pushfair Shopping Center to Shearman Park.

EL PASO LOWER VALLEY RAPID TRANSIT AUTHORITY (LVRTA)

FABENS: Manuel Flores and Antonio Garcia, lower valley contractors, have received County Commission approval to inauguarate service over three routes - NORTH LOOP ROAD, HIGHWAY 80 (Texas Highway 20 now) and SOCORRO ROAD also including service to Horizon City. They have already purchased ten 32 passenger and twenty 20 passenger buses used through an El Paso dealer from East Texas. LVRTA is presently searching for insurance coverage.

CITIFARE (CF)

RENO: The November 17th schedules brought a number of changes: 3-RENO-KINGS ROW-VIEWCREST has Monday-Saturday peak service reduced from 30 to 60 minutely and is now thru routed with Line 19 instead of 13. 7-RENO-UNR-RALEIGH HTS-STEAD had Monday-Saturday midday headways imroved from 30 to 22 (buses 2 to 3) and evening and Sunday/holiday headways improved from 60 to 30 (buses from 1 to 2). 13-RENO-PARKLANE-SHOPPERS SQUARE-FRANKTOWN CORNERS no longer thru routes with 3 and improved Monday-Saturday midday and all day Sundal/holiday service from 60 to 30, same as Monday-Saturday peak (1 bus). 18-RENO-GLENDALE-DEMING-GREG was routed off East 2nd to loop thru the MGM Grand Hotel/Casino grounds and no longer thru routes with 19. 19-RENO-WEST 2ND-WEST 4th now thru routes with 3 instead of 18 and added hourly Sat/Sun/Hol service from 7:45AM to 545PM. 20-SPARKS-MILL-ROCK is NEW running from the Sparks Transfer Ctr looping cw from B St via 10th, C, Pyramid to B, thence B, Rock, Mill, Financial, Equity, Corporate, Mill, Edison and Energy to Rock, returning Rock and regular route to Transfer Ctr. Runs weekdays 6AM-6PM, 35-40 minutely with one bus. 24-RENO-WELLS-VASSAR-TERMINAL PLUMB-MATLEY added Sunday/Holiday 15 minutely service 630AM-800PM using one bus.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
North County Transit District	509-538	Flxible	35096-6T/FD097227-256	
Fresno Transit	3912-3913	Ford	Econ 350/FHC15680,FHC15676	
Corvallis Transit System	730-732	GMD	T6H4523N/A3500019-021	
Southwest Coaches, Inc.	104-105	GMC	T8020H/FV823009-010	
Eureka Transit System	(31-34	Bluebird	All Amer/DF060581-584	not in order
	(37	Gillig	3096TB6V02/G1081466	
Intracity Transit (Modesto)	20174,176	Gillig	3596TB6V02/F1081310-311	correction
Ben Franklin Transit	139	Gillig	3096TB6V02/G1081332	
American Airlines (DFW)	unkn	Gillig	3096TB6V02/G1081457-461	
Scenic Hyway Tours	8634-8635	Neoplan	N116-3/FS510767-768	
Mt. Bachelor Ski Area	unkn	Neoplan	AN340A/FL013002	InterCity liner
Torrance Transit System	422-426	Orion	01.502/F6001151-1155	
Great American Stage Lines	8501-8508	MCI	102A3/FP040501-40508	
Gray Line of Los Angeles	4985-1 to 4985-8	MCI	102A3/FP040601-40608	
Orange Belt Stages	(202	TMC	96A3/FP005153	
	(206	MCI	102A3/FP040615	
VIA Charter Lines	(82,85	TMC	MC9/DF003757,ER004265	
	(87-88	MCI	102A3/FP040428-429	
THE BUS (Honolulu	(20-29	Chance	RT50/80-70100-80-70100	
	(30-39	Neoplan	AN408A/GL013163-172	
	(41-48	Crn/Ik	286/EB100189-196	
	(801-841	Saab-Scania	CN112/FC008026-028,030-067	
	(901-902	Gillig	40102TB6V02/D1080602-603	
	(903	Gillig	40102TB6V02/D1080714	
	(904-905	Gillig	40102TA6V02/D1080605-606	
	(906-980	Gillig	40102TB6V02/D1080607-681	
	(981-1004	Gillig	40102TB6V02/E1080973-996	Penumbered to 481-400,476-480
-USED-				
Stanislaus County Transit	109	GMC	PD4106/2846	orig SVBL
Mendocino Transit Authority	41-44	GMC	T6H4523A/613,1672,690, 1671	SCAT 4500,4504, 4502,4503
Green Tortoise Lines	3004	GMC	T8H5305/075	MUNI 3004
AMTRAVEL	61	Flxible	218-FA1-54/30717	YTS 61
Southwest Coaches, Inc.	313	GMC	PD4107/658	orig CCC 06707

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WT STAFF

Editor Edmund Buckley

Senior Staff Jack Perry
Scott Page
Warren F. Quon

Reporters John McKane
James Husing
Marvin Martin

WTS ADDRESSES

Editorial Address 1506 W Nottingham Lane
Anaheim CA 92802

Meeting Location 272 Alpine Street
Pasadena CA 91106
Second Sunday at
730PM