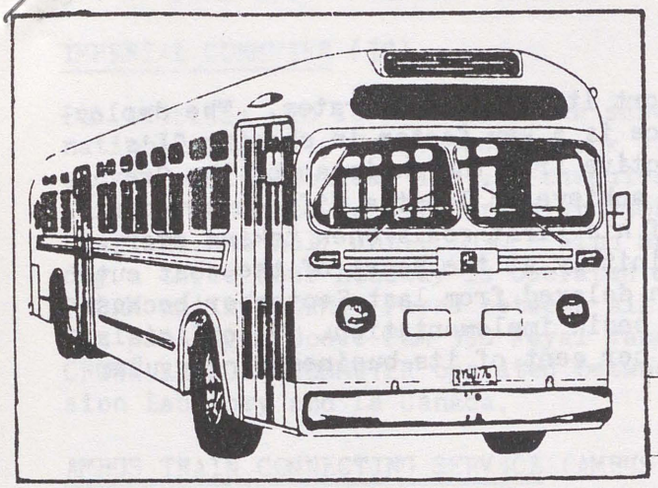


Western Transit

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GREYHOUND LINES, INC. (GL)

PHOENIX: As a part of its previously announced restructuring program GL has announced that the cornerstone involves the nationwide intercity bus firm into four independent regional companies, each of which will be able to respond to changing transportation needs in its area. The four companies will be able to make independent schedule and fare changes without going through the national headquarters in Phoenix. The firms will have the backing of headquarters in several areas including maintenance, legal and accounting. The new companies will be: EASTERN GREYHOUND LINES headquartered in New York City, CENTRAL GREYHOUND LINES based in Chicago, Illinois, SOUTHERN GREYHOUND LINES located in Atlanta, Georgia and WESTERN GREYHOUND LINES based in San Francisco, California. In addition several other large scale actions are also taking place. All 127 company operated terminals will be converted to commission agencies To date, 33 company operated facilities have been converted. Up to 2000 of GL's 10,800 employees will likely be cut through attrition and early retirement. Terminals will be closed where it is not deemed economically feasible to offer service. So far, three terminals have been closed including Long Beach and Redwood City, California and Miami, Florida. Marginal routes in several parts of the country will be given up including New England, Iowa, Georgia, South Carolina and the Southwest. All accounting functions will be consolidated in a national accounting center in West Des Moines, Iowa. All telephone information center activities will be consolidated into two centers located in Charlotte, North Carolina and Omaha, Nebraska. A new charter and tour subsidiary, GREYHOUND TRAVEL SERVICES, INC. has been organized along new concepts to address the ever growing $1 billion charter market. GL has seen its ridership fall from 54 million in 1980 to 33 million in 1985 and much of the diversion of riders is due to discount fares by airlines. The bus subsidiary posted $47 million in profits on sales of $866 million in 1985 due to the sale of some of its assets althouhh the company lost money in the previous two years. A little publicized vote by GL's unionized employees in January to reject a union backed proposal led to the implementation of many of the restructuring plans. If the vote had been successful it would likely have set a new standard for labor relations among bus companies nationwide. Among the contract proposals, most developed by Amalgamated Transit Union officials, were the following: converting all company terminals into commission agencies in which the company offered to set up employees in cooperatives, profit sharing plan, guaranteed jobs for the lifetime of the contract after a certain length of service, restriction on subsidiary company expansion, a provision calling for management to let employees know before franchising any particular route so that employees could seek alternatives to being the route to profitability, a requirement that if the Greyhound Corporation ever sold GL that the purchaser would have to take all employees with the then current wage and benefits package, improved pension benefits, supplemental monthly benefit for early retirees and improved termination benefits, possibly up to one years full salary. Three quarters of GL operations are regular route, line haul service while the growth segment in motor coach business is in the charter and tour markets. In the aftermath of bus deregulation and stiff competition from low cost airlines, regular route operations are increasingly difficult for some carriers including

GREYHOUND LINES Continued

GREYHOUND because market conditions are not able to support its high labor rates. The deployment of assets needed to support the regular route service is a key factor in shaping GL's business strategies. Internally, GL faces a policy directive from the chairman of the Greyhound Corporation, John Teets, that each subsidiary must achieve at least a fifteen per cent return on equity. Teets ordered this objective as one of his first goals when taking over as chairman in 1982. The fifteen per cent goal is very definitely at the heart of the cost cutting moves of GL. The firm's restructuring plan had been delayed from last September because of the union vote and plans have been quickly changed to begin implementation. GL officials have stated that the firm is committed to maintaining 75 per cent of its business in regular route service.

TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC. (TNM&O)

LUBBOCK, TEXAS: On March 1st TNM&O took over three routes which were previously operated by GREYHOUND LINES, INC. They include RATON-ALBUQUERQUE, RATON-AMARILLO and AMARILLO-FLAGSTAFF. RATON-ALBUQUERQUE has two daily round trips, one local in nature and the other as part of a Cheyenne-El Paso operation operated by GL north of Raton and TNM&O south. In addition, there are two local round trips between Albuquerque and Santa Fe. RATON-AMARILLO consists of one daily round trip. AMARILLO-FLAGSTAFF includes four daily round trips. (Ed. Note - this segment used to be part of the cross country LOS ANGELES-PHOENIX-OKLAHOMA CITY-ST. LOUIS-PITTSBURGH-NEW YORK route but available public information suggests that travelers would now need to change buses in both Flagstaff and Amarillo for a cross country trip). Last year TNM&O purchased the former NEW MEXICO TRANSPORTATION COMPANY, INC. of Roswell, New Mexico which firm operated in New Mexico and Texas and connected with TNM&O is many cities including some through route operations. Basic routes include ALBUQUERQUE-EL PASO, ALBUQUERQUE-PECOS, ALBUQUERQUE-CLOVIS and AMARILLO-LAS CRUCES.

NAVA-HOPI TOURS, INC. (NHT)

FLAGSTAFF: Extra service was added to and from the Grand Canyon for the summer beginning on May 14th. The all year FLAGSTAFF-GRAND CANYON round trip and the PHOENIX-PRESCOTT-WILLIAMS-GRAND CANYON round trip, operated south of Williams by GREYHOUND LINES and north of there by NHT continue. Added were two northbound trips from Phoenix (one also serving Sky Harbor Airport) also serving Flagstaff to the Canyon and an additional Flagstaff-Grand Canyon trip. Southbound three trips were added all serving Flagstaff and Phoenix with one Phoenix trip also serving Sky Harbor Airport. This service is operated in conjunction with GL changing carriers in Flagstaff. The Monument Valley Tour continues operating Wednesday thru Saturday.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB recently opened the Transit Store, a new Centre City outlet for transit information (pass sales, tickets, tokens, maps, timetables, commuter computer carpool/vanpool matching, souvenirs and lost and found). The Transit Store is a joint effort of MTDB, SAN DIEGO TRANSIT CORPORATION and the SAN DIEGO TROLLEY, INC. Located at 448 Broadway the store is viewed as a centralized, convenient location for improving customer service to San Diego residents, commuters and visitors.

TRAVIS EXPRESS, INC. (TEI)

TRAVIS AFB: On December 1st TEI began serving Fairfield at the Holiday Inn on its service between Travis Air Force Base, Oakland Airport, Downtown San Francisco at the Airline Terminal and San Francisco International Airport. An additional weekend round trip leaving Travis at 630AM and San Francisco Airport at 910AM was also added for a total of six round trips.

IMPERIAL COMMUTER (IC)

LOS ANGELES: IC is now operating scheduled airport transportation between Los Angeles International Airport, Hollywood-Burbank Airport, Burbank (Hilton Hotel, Ramada Inn, Holiday Inn) and Glendale (Holiday Inn). Schedules depart Glendale 550AM and every hour and one half until 720PM with On Call trips at 850PM and 1020PM. Trips depart LAX at 730AM and every hour and one half until 1030PM with an On Call trip at 1200 midnight. On Saturday and Sunday a three hour headway is operated departing Glendale 720AM until 720PM and departing LAX 900AM until 900PM. Fares between all points is $10.00 with children under six riding free. Ten passenger Dodge Ram 350 Royal vans painted white over gold are used. Several years ago CROWN AIRPORT COMMUTER operated between LAX, HWB and Glendale also serving the Jet Propulsion Labatory and La Canada.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: On April 27th three new train connection services were added and there were a number of changes in former routings. NEW are SAN JOSE-FREMONT-LIVERMORE-STOCKTON, SANTA ROSA-ROHNERT PARK-PETALUMA-VALLEJO-MARTINEZ (each with two daily round trips) and LAX-SANTA MONICA-WESTWOOD-LOS ANGELES (LAX being removed from LAX-LONG BEACH-SANTA ANA) LAX-LOS ANGELES has three daily round trips and is being operated by CALIFORNIA SUN LINES, INC. of Cerritos. There was a restructuring of Bakersfield service into new routes: BAKERSFIELD-VAN NUYS-WESTWOOD-SANTA MONICA-LAX, BAKERSFIELD-LOS ANGELES-LONG BEACH-TORRANCE and BAKERSFIELD-GLENDALE-PASADENA-POMONA-RIVERSIDE-SAN BERNARDINO. The OXNARD-LOS ANGELES route was extended to include Ventura and Santa Barbara (one of two daily round trips) and for Ventura on the second round trip on weekends and holidays only. (Ed. Note - contract operators for the SAN JOSE, SANTA ROSA and SAN BERNARDINO routes is presently unknown).

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The RTA Board recently adopted a $7.4 million budget for the next fiscal year which includes capital funds for equipment purchases and operating funds for expanded service. Three new 20 passenger small buses will be purchased for the new HEMET-BANNING-BEAUMONT line which will begin in September operating weekdays between 830AM and 430PM and be operated by a private contractor. Three new vans for Dial-A-Ride will also be bought and four new General Motors RTS buses will replace four GMC New Look buses. Other service changes include new Saturday service on 29-JUPUPA plus a rerouting in the Belltown area, additional Sunday trips on Line 1-MAGNOLIA AVENUE, hourly service weekdays on 16-RIVERSIDE-MORENO VALLEY, realigning Line 30 from a north-south line to an east-west in Hemet and San Jacinto and expanding HEMET DIAL-A-RIDE to include Roseland Village.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Riverside County's second largest transit operator is also planning a number of changes next year. Line 4-LA QUINTA-PALM DESERT will be expanded to serve new housing area and the Foundation for the Retarded of the Desert, The PALM SPRINGS SUN SPECIAL (double deckers) would run at 15 minute instead of 25 minute headways and winter service on 20-INDIO-PALM SPRINGS would be half hourly and Sunday span of service expanded. Saturday Dial A Ride service in Desert Hot Springs would be discontinued and North Palm Springs DAR will be transferred to the Hands of the Desert when the non profit agency receives a federally financed van. The PALM DESERT TROLLEY will be dropped as STA and Palm Desert city officials seek a private operator to run the service. Needed subsidies, if any, would be provided by city funds or from city businesses.

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

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: June 15th was the effective date of the Summer Shake Up. With it came a number of changes all of them rather minor. Saturday operation between Fullerton Park And Ride and CSUF on Line 25-HUNTINGTON BEACH-CSUF VIA KNOTT/GOLDEN WEST was discontinued with timed transfers at FPNR with Line 26-FULLERTON-YORBA LINDA. Summer headways were instituted on Lines 44 and 65 which includes a 45 minute headway on 44 between 900AM and 600PM using two buses and a 75 minute headway until 1200 midnight using one bus and, on Line 65, an all day headway of 35 minutes with all trips operating between Santa Ana and Balboa. 44 is DISNEYLAND-FULLERTON PARK/RIDE VIA BALL ROAD & KNOTTS and 65-SANTA ANA-BALBOA VIA IRVINE. Line 71-MALL OF ORANGE-IRVINE VIA TUSTIN AVENUE peak hour trips were extended from the Irvine Industrial area from Von Karman and Campus via Campus Drive to University of California at Irvine (UCI) looping via Berkeley, Cornell and Campus to UCI Town Center. Saturday hours on Line 80-HUNTINGTON BEACH-SANTA ANA VIA VICTORIA & SOUTH FLOWER were discontinued without replacement. The service had operated between South Coast Plaza and the Santa Ana Regional Transportation Center hourly between 900AM and 500PM using one bus. Line 161-NEWLAND-TRASK was suspended for the summer season.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: LBMTL is now operating three new buses, all 25 passenger propane powered jobs manufactured by Specialty Vehicle Manufacturing Company of Santa Fe Springs. The buses feature 25 forward facing blue fabric American seats, wheelchair lift equipped with one position, one door, electronic destination signs, Diamond farebox, roof hatch and touch tone buzzers. The four Flxettes, originally purchased when LBMTL commenced operations in 1971 have been retired as have the Chance Minibuses. Beginning on July 1st senior citizens will begin paying a 25 cent fare as the County of Orange federal revenue sharing funds which allowed seniors to ride without payment of fare program will be discontinued. At the same time LBMTL system schedules will all be changed calling for all buses to depart the Laguna Beach Transit Center on the hour. Each of the three LBMTL lines is basically a loop type operation requiring a round trip running time of approximately 50 minutes.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

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

Application of J. Mitchell (Marina Shuttle) to transfer its passenger stage certificate to Coast Shuttle, Inc. between Los Angeles International Airport and Marina Del Rey.

RODGERS STAGE COACH LINES, INC. has applied to increase passenger fares by 100 per cent to and from Hollywood Park Race Track.

TRAILWAYS LINES, INC. has applied to abandon its PSC between the California/Oregon state line and Sacramento. (PACIFIC TRAILWAYS is already operating over this certificate)

ORANGE BELT STAGES has filed to increase passenger fares by 50 per cent and intrastate package express rates by 20 per cent system wide.

B. Twoomey et al (NORTHCOAST REDWOOD TOURS) has been granted a PSC between Orick and Redwood National Park.

SANTA ROSA AIRPORTER, INC. has been authorized to extend service points to include Novato on route between Santa Rosa and San Francisco International Airport.

J F Sims (Sims Executive Airporter Shuttle) has filed to extend its PSC between new points in Los Angeles County and Los Angeles International Airport.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The former 30X-STOCKTON EXPRESS/FREEWAY EXPRESS was replaced by two NEW lines beginning on May 5th. 9X-SAN BRUNO EXPRESS plus the 9AX and 9BX zoned expresses during peak periods replaced the southern end of the 30X. 9X begins at Geneva & Mission via Geneva, Santos, Hahn, Visitacion, Rutland, Arleta, San Bruno, Bacon, Bayshore Fwy (Hwy 101), Bryant, 3rd/Kearny and Broadway to Stockton returning Stockton, 4th, Harrison, Bayshore Fwy and reverse to Geneva & Mission. 9X operates on an all day 12 minute headway. 9AX operates from Geneva & Mission via Geneva, Bayshore, San Bruno and then same as 9X. 9BX begins at Geneva & Santos via Santos, Hahn, Visitacion, Rutland, Arleta, Highway 280, 6th, Bryant and same as 9X and 9AX. On the outbound trips 9BX uses the Highway 101 instead of the 280. The 9AX and 9BX run in the peak direction during weekday peak hours only. 30X-MARINA EXPRESS is the other replacement service. It operates peak periods only with service between the Marina and the Financial District operating inbound in the morning and outbound in the afternoon. Service between Anza & Lincoln and the Financial District operates in the reverse direction each peak period. The Marina leg loops in the Marina from Chestnut & Divisadero via Chestnut, Broderick, Beach, Scott, Divisadero, Chestnut, Van Ness, Broadway, Columbus, Montgomery, Bush, Market, Bealeand Howard to Embarcadero. Outbound trips come from Embarcadero & Howard via Howard, Main, Market, Pine, Sansome, Broadway, Van Ness and Chestnut to Divisadero. Lincoln trips start at Embarcadero & Howard via Embarcadero, Bay, Columbus, North Point, Van Ness, Chestnut, Scott, Greenwich, Baker, Lombard, Lincoln and Anza. Inbound trips are the same except use Lombard directly between Baker and Van Ness. The historic trolleys began operating on May 19th on Line F-MARKET TROLLEY FESTIVAL. Cars operate every ten minutes between 1130AM and 615PM on weekdays only between East Bay Terminal and 17th & Castro Streets via the Market Street surface tracks.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Beginning June 2nd, on the first anniversary of the inauguration of NCTD service to/from San Clemente, Line 305-OCEANSIDE-CAMP PENDLETON-SAN CLEMENTE began operating weekday daytime service. Previously there was no service between approximately 700AM and 420PM. Trips now depart the Oceanside Transit Center at 820AM, 1120AM and 220PM. Southbound buses will depart the San Clemente Greyhound Depot at 950AM, 1250PM and 350PM. Full service on 305 on nights and weekends continues unchanged.

NEWPORT BEACH TROLLEY (NBT)

NEWPORT BEACH: The trolley came to Newport Beach on Sunday June 1st in the form of three TVI, Inc. bodies on International Harvester chassis painted dark red with wood trim. This service is partially funded by the city and operated by AMERICAN TROLLEY LINES of Mesa, Arizona. Two of the three units were previously operated on the REDONDO BEACH TROLLEY and the third is the original trolley and is from Mesa. One route is operated daily between 10AM and 10PM with a 50¢ one way fare for all riders. Reduced rate monthly passes are being discussed. The program has funding for one year. Beginning at the Balboa Pier (Ocean Front & Palm) trolleys travel via Palm, Balboa Blvd, Newport Blvd, 32nd St, Via Lido, Newport Blvd, Pacific Coast Highway, Bayside Drive, Jamboree Road, Park Newport Apartments roadways, San Joaquin Hills Rd, Santa Cruz Dr, Santa Barbara Drive, Newport Center Drive (serving Fashion Island at Atrium Court and OCTD Bus Stop), Pacific Coast Highway and Marguerite Avenue to Fifth (Oasis Senior Citizens Center). The trolleys have 29 wooden seats, a rear obersvation platform, a trolley bell used more to draw attention to the vehicle than as a horn, microphone and the lights are in the shape of old fashioned globes. There are only three non operating days (Thanksgiving, Christmas and New Years Day) and unlike other local ATL operations in Santa Monica, Manhattan Beach and Redondo Beach the trolleys are not available for charter.

MOVING ?? BE SURE TO INFORM THE EDITORIAL ADDRESS IN ADVANCE SO THAT WE WILL REACH YOU AT YOUR NEW ADDRESS.

LIMOUSINE OPERATIONS AT SAN FRANCISCO INTERNATIONAL AIRPORT

SAN FRANCISCO: Beginning on June 23rd and continuing for five days the Public Utilities Commission will be holding hearings on two applications and six cases involving five different carriers. Airport ground carriers are experiencing increasing patronage as well as expanding competition, much of this is related to the deregulation of the bus industry over the last several years coupled with the increases in air travelers caused by the bargain airline fares. SFO AIRPORTER, INC, formerly AIRPORTER and before that BARRETT TRANSPORTATION, INC. has been the principal surface carrier at SFO for many years. SFO uses intercity buses and operates a downtown airlines terminal in San Francisco. Three other operators, LORRIE'S TRAVEL & TOURS, INC., CALIFORNIA MINI BUS and ASSOCIATED LIMOUSINE OPERATORS OF SAN FRANCISCO, INC. use either vans or limousines/enlarged cars and have operated at SFO for several years. BAY AREA SUPER SHUTTLE, INC., formerly LUXOR CAB and related to SUPERSHUTTLE at Los Angeles International Airport, is a relatively new operator using a fleet of Dodge Ram vans. LORRIE'S has filed for authority to operate between San Francisco and SFO and for temporary authority to operate schedules similar to those recently suspended or abandoned while CALIFORNIA MINI-BUS has filed to extend its certificate between points in San Francisco and SFO. All the carriers have filed against SUPERSHUTTLE - SFO AIRPORTER vs SUPERSHUTTLE to cease and desist from soliciting passengers on any basis other than as set forth in defendants certificate, LORRIE'S vs SUPERSHUTTLE to cease and desist from soliciting passengers of Lorrie's and other carriers at SFO and in The City, ASSOCIATED LIMO OPERATORS vs SUPERSHUTTLE for revocation of operating authority due to violation of PUCodes 702 and others and CALIFORNIA MINI-BUS vs SUPERSHUTTLE to cease and desist from soliciting passengers at SFO or in San Francisco. SUPERSHUTTLE has also filed its complaints, one against LORRIE'S to cease and desist from providing scheduled service from Territory One to SFO and for violations of PUC Sections 4o3 et al and against ASSOCIATED LIMO OPERATORS to cease and desist Order directing defendant to stop offering scheduled service and for violation of PUC Sections 4o3 et al. (Ed. Note - press reports of carriers operating outside their certificated authority suggest that violations do occur and that competition seems to have increase dramatically after SUPERSHUTTLE commenced operations last year). How long it will take for decisions to be issued and what they will be is presently unknown.

TRANSIT AND LEGISLATION

California Senate Bill 18h2 (Bergeson, R-Newport Beach), if enacted, would exempt certain expenses from a transit system's operating costs for purposes of calculating its farebox revenue to operating cost ratio. Exempted items include liability and casualty insurance premiums and claims settlements and costs associated with ridesharing services. CAPOTS, The California Association of Publicly Owned Transit Systems, is actively promoting 18h2's passage.

Assemblyman Tom Hayden (D-Santa Monica) has proposed stricter licensing requirements for tour bus drivers in the wake of a crash near Walker, California of a STARLINE SIGHTSEEING TOURS bus (#2002, a Neoplan N-116) which claimed the lives of 1o people. Drivers would be required to obtain a special "Drivers Certificate" such as that presently required of drivers who transport children and farm workers. This would also mean passing both a written test and a driving test.

The recent failure of Senate Bill 878 (Boatwright, D-Concord) to pass the Assembly Transportation Committee has cast doubt on construction of new highway, bus and rail projects in the Bay Area. The bill would allow voters in the nine Bay Area counties to vote to raise sales taxes up to one per cent to finance transportation projects. Supporters have indicated that they will try again to get the bill passed in committee.

Senator Leroy Greene (D-Sacramento) has introduced legislation requiring CALTRANS to establish a program whereby $3 million in grants would be made available to local agencies, both public and private, to finance transportation services for seniors and handicapped persons. This program would be in addition to any service already provided to these groups as supporters contend that inadequate funding mechanisms have caused an insufficient supply of paratransit service to be provided, particularly in rural areas.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Golden Rain Foundation	125	Gillig	30o6TP6V02/G1081330	
AMTRAVEL	500	Neoplan	N116-3/FS510760	Intercityliner
Metro (Houston)	3000-3004	MAN	SL40/GC1L1656-660	
Phoenix Transit System	(7001-7020	MAN/AMG	SG-220-18-2A/208-0230-0249	Artic
	(7021-7035	MAN	203/0647-0661	Artic
	(7036-7056	MAN	203/0056-0076	Artic
Mercury Tours	711-712	MCI	MC9/BP035055-35056	
Adventure Charter & Tours	ACT 8	MCI	96A3/FP0L0153	
Las Vegas-Tonopah-Reno Stage	(362-365	MCI	96A3/FP0L0272-L0275	
Line, Inc	(385	MCI	96A3/FP0L03L2	
	(398-399	TMC	102A3/FP005185-05186	MCI on front of buses and builder's plate says TMC MCI
	(			
	(			
Nevada Northern	933	TMC	96A3/FP005140	
Consolidated Transp Serv Agency	72-87	Ford/Natl	Econ350/Escort II	17 seat, W/C
Missoula Urban Transp Dist	201-204	Orion	01.501/0140-0143	
Barrow (Alaska) Transit	(791,810,	Orion	01.503/0186, 01.501/0394	
	(820,830		01.502/0527,0665	
Capital Transit (Juneau)	(unkn	Orion	01.506/0541,0555,0556,0558	
	(unkn		01.507/1048,1050	
Pacific Transit System	(D10-D17	Orion	01.502/0449,0471,0478,	
	(		0482,0486,0490,0494	
Yakima Transit System	unkn	Orion	01.502/0498,0501,0502	
Jefferson Transit Authority	(unkn	Orion	01.502/0519,0523	
	(unkn		01.507/1021-1022	
Municipal Bus Sys (Vail CO)	unkn	Orion	01.506/0543	
Norwalk Transit System	(300-306	Orion	01.502/0568,0593-0598	
	(307-312		/0810-0813,0815-0816	
DFW Airport	unkn	Orion	01.502/0652,0657-0660,0662	
City of Durango (CO)	(900-903	Orion	01.502/0994,0996-0998	
	(904-909		/1062-1063,1065-1068	
-USED-				
Eastshore Lines	(237	GMC	PD4L101/0490	Peerless 237
	(313	GMC	PD4103/606	Bayshore Line 313
	(524	GMC	PD4103/669	Peterson Commute
San Jose Bees Baseball Club	540	GMC	PD4104/2519	GLW 8512
Vista Charter	(500-502	MCI	MC8/S12826-28 U32357-59	Shortway Lines -
	(503 506	MCI	MC9/S13667-69 U3418-20	Shortway Lines -
Taylor Transport	(201	Prev	LM103/LM1032768-80	Apple Tours -
	(3	Prev	LM103/LM1032553-78	Scenic Hyway 7424
-DISPOSITION-				
All West Tours	(331	Prev	LM103/LM1032653-79	to Eastshore Lines
	(333	Prev	LM103/LM1032681-79	to Hesselgrave
Scenic Hyway Tours	(6903	Prev	P-100/2341	to Monarch Coaches
	(6904-6905	Prev	P-102/2395,2371	to Monarch Coaches
American Sightseeing	1341	GMC	S8M5304A/079	to Hausman
Antelope Valley	811	GMC	S8M5304A/040	to Hausman

REGIONAL TRANSIT (RT)

SACRAMENTO: RT increased passenger fares and reintroduced paper transfers and discontinued the use of Daily Passes beginning on February 1st. Cash fares were increased from 60¢ (off peak)/ 75¢ (peak) to 85¢ (off peak)/$1.00 (peak). Transfers are now available - a 90 minute all directional transfer. A new 25¢ Central City midday fare zone was also established which allows travel in the downtown area for a quarter. Coach 4711, a Gillig Phantom 40 foot bus, was destroyed by fire in January. This is believed to be the first Sacramento bus ever destroyed while in active service. Work continues on the LRT line with most work completed on the Interstate 80 corridor either completed or well under way. The opening of this segment is scheduled for next March and this will be accompanied by a large scale realignment of the bus network in the north area.

CHICO AREA TRANSIT SYSTEM (CATS)

CHICO: CATS is a five route city bus system operating in the Chico area of Butte County and operated by WESTCOACH, INC. under contract to the city. Chico is located about eighty miles north of Sacramento on the Eastside Sacramento Valley. Last August 26th CATS extended Route 3-NORD-FIFTH STREET-SKYWAY on the southeast side by enlarging the one way loop from Forest & Notre Dame Blvd via Forest, Zanella, Bruce Road to Skyway to East Park Avenue and return to downtown as before. Certain passenger fares were also changed. The Daily Pass ($1.25 regular and 60¢ discount) was discontinued. One way cash fares, 20 Ride Passes and Monthly Passes were continued. A new category of Student was established with cash fares set at 35 cents, 20 Ride Passes at $6.50 and Monthly Passes at $12.00. Students are defined as those individuals attending elementary, junior high and high schools.

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The West Coast Motor Coach Society held its Second Annual Open House on June 7, 1986 at its facility in La Puente. Bus rides around the local area were offered aboard former SCRTD 2028, a TDM 4515, former GREYHOUND LINES 1415, a PD 4501 and former REGIONAL TRANSIT 1511, a TDH 1519. A two bus caravan including former SCRTD 5184, a TDH 4801 and former PEERLESS STAGES, INC. 238, a PDA 4101 made the trip from La Puente to downtown Los Angeles along the San Bernardino Freeway Express Busway. Following the days activities a dinner was held at the T & J Restaurant in Rosemead followed an evening of slides and movies.

With an aim toward occasional excursions WCMCS officers and WTS staff have been discussing the use of various WCMCS buses and touring various bus garages in Southern California. In the works is a trip in September which may include MONTEBELLO MUNICIPAL BUS LINES, CULVER CITY MUNICIPAL BUS LINES, LOUNGE CAR TOURS and SANTA MONICA MUNICIPAL BUS LINES. Watch WT for details.

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Meeting Location -- 272 Alpine Street, Pasadena, CA 91106, 2nd Sunday each month 730PM