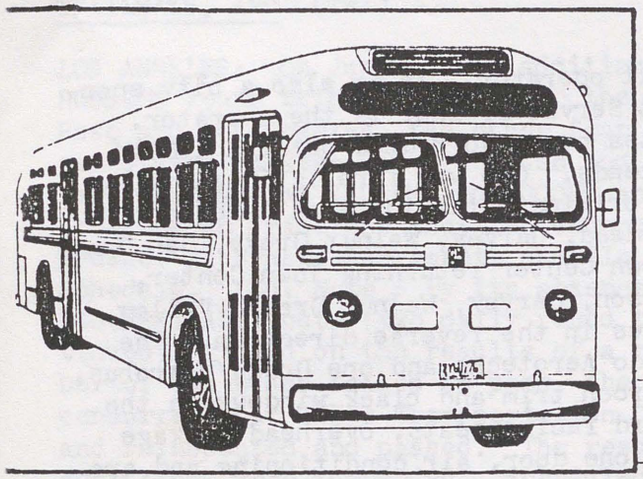


Western Transit

Monthly Publication of The Western Transit Society

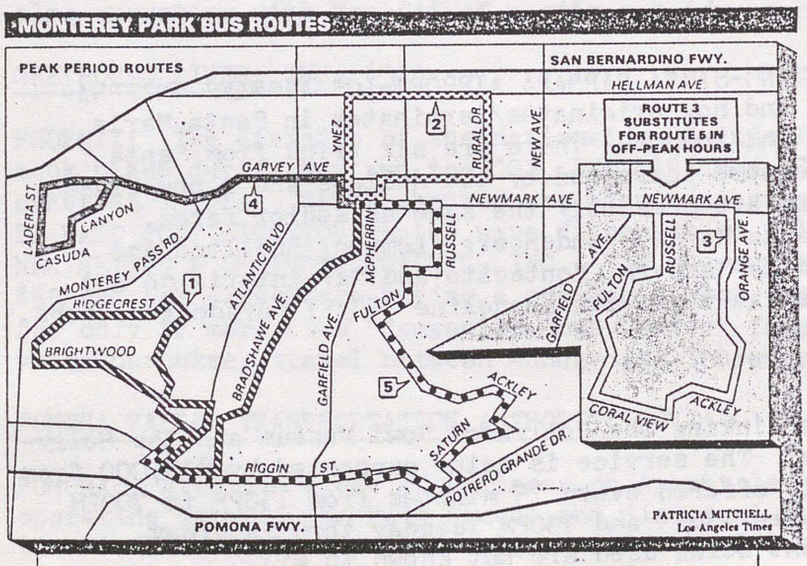
VOL. 24 NO. 8 AUGUST 1986

NEW TRANSIT SYSTEMS IN CALIFORNIA

During July three new transit systems commenced operations, two in Los Angeles County (Monterey Park and Rosemead) using Proposition A Local Return Funds and one in Alameda County (LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint powers agency. A local system in El Monte is on the drawing boards and is expected to start up about October.

MONTEPEY PARK TROLLEY COMPANY (MPTC)

MONTEREY PARK: MPTC is a city sponsored, privately operated five line fixed route system that uses a fleet of five motorized trolleys (four scheduled and one spare). The network is operated by Community Transit Services, Inc. under a three year contract with the city. The routes and frequencies are indicated on the map which was prepared by the Los Angeles Times. Routes 1 & 2 and 3/4 or 4/5 are operationally combined each using two units. No fares are charged as the operation is totally funded from Proposition A sales tax money. The fleet consists of five Specialty Vehicle Manufacturing units with 21 mostly forward facing wooden bench seats, brass trim, openable windows, air conditioning, one door, wood interiors, green lower sides, black floors, two way radios, an outside trolley bell and inside buzzer cords which activate an inside trolley bell. The trolleys are not accessible. The units are numbered 501-505 (the last unit has not been spotted and its number is expected). 501 and 502 are painted dark green with white trim and yellow lettering spelling out "Monterey Park Trolley Company". 503 and 504 are painted green over red with cream trim and yellow lettering. Each trolley was named as part of a city sponsored Name The Trolley contest. 501 is Liberty, 502 is Sunshine Express, 503 is Spirit Of Monterey Park, 504 is Roadrunner and 505 is Freedom Trolley. System ridership is expected between 40,000 and 60,000 persons annually and the system will be evaluated after three months to determine if any changes are needed. MPTC will operate Monday through Fridays except Thanksgiving Day, Christmas Day and New Years Day.



Monterey Park will inaugurate a city bus system July 7th. Buses will run Monday through Friday. Tax-subsidized, no fare.

Bus Schedule:

Routes 1 and 2- every half-hour 6:30 a.m. to 6:30 p.m.
Route 3- every 40 minutes from 8:40 a.m. to 4:15 p.m.
Route 4- every 25 to 40 minutes from 6:30 a.m. to 6:30 p.m.
Route 5- every 25 to 40 minutes during peak periods, from 6:25 to 8:35 a.m. and from 4:25 to 6:45 p.m.

ROSEMEAD SHOPPERS EXPRESS (RSE)

ROSEMEAD: RSE is the second Los Angeles County new transit operator. It is also a city sponsored and privately operated service and Community Transit Services, Inc. is the operator. Service started on July 7th and operates every forty minutes over two routes between 1100AM and 800PM on weekdays and between 1000AM and 500PM on weekends. One way fare is 50 cents except for Dial A Ride cardholders who pay 25 cents. Buses originate terminate at Rosemead Square. Route 1 begins at the Square and travels via Rosemead, Garvey, Walnut Grove, San Gabriel, Town Center Drive, Montebello Blvd to Montebello Town Center returning Town Center, San Gabriel, Walnut Grove, Rush, San Gabriel, Graves, Jackson, Garvey, Walnut Grove, Valley, Rio Hondo and Marshall to Rosemead Square. Route 2 operates in the reverse direction. The fleet appears to consist of two Ford Econoline 350/El Dorado Aerotechs and one Dodge/Microbus. The basic paint scheme is a cream body with dark red or maroon trim and black windows on the Econoline/Aerotechs. These units have 21 grey cloth forward facing seats, overhead package racks, white interiors, two way radios, Diamond fareboxes, one door, air conditioning and are non lift units. This service is also being funded by Proposition A sales tax monies. The Rosemead Dial A Ride, also operated by CTS, continues to provide in town door to door transportation for senior citizens (55 years or older) and handicapped persons within the corporate limits of Rosemead.

LIVEPMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

DUBLIN: Tuesday July 1st marked the start up of Northern California's newest public transit operation, officially known as LAVTA but with an operating name of WHEELS. LAVTA is a joint powers agency consisting of the cities of Dublin, Pleasanton, Livermore and Alameda County. Initial service consists of four routes serving Dublin and Pleasanton on hourly headways from roughly 645AM to 700PM on weekdays and between 900AM and 600PM on Saturday. There is no Sunday or major holiday service. Adult fares are 50 cents and seniors are 25 cents. Seven buses are required to provide the service with two more as spares. The equipment for the new operation consists of nine AM General model 9635Bs leased from SOUTH COAST APEA TRANSIT. Most have been repainted in a solid white with a blue and yellow band around the belt and has a stylized "WHEELS" over the front wheels of the coach. WHEELS 101-109 are former SCAT 4505-4506, 4508-4511 and 4514-4516. Presently the service is operated under an amended contract with LAIDLAW TRANSIT, INC., the operator for the transit system in Livermore, RIDEO. The WHEELS buses are stored and serviced at the RIDEO facility on Ladd Avenue in Livermore. The present contract between Livermore and LTI runs through June of 1987. At that time the Livermore service will be combined with the new WHEELS service and a new operations contract will be issued at that time.

SANTA BARBARA AIRBUS (SBA)

GOLETA: Effective April 28th the BUELLTON-SOLVANG-SANTA BARBARA AIRPORT-LOS ANGELES INTERNATIONAL AIRPORT route was modified and extended and now originates/terminates in Santa Maria also serving enroute Vandenberg Air Force Base and Lompoc. There are six trips from Santa Maria and nine return trips. All one way fares were increased by two dollars and a new class of fare was established - military - which rates are presently the same as senior fares. Reservations are required for all trips from Santa Maria, Vandenberg, Lompoc, Buellton and Solvang while trips from Isla Vista, Goleta, Santa Barbara, Montecito and Carpinteria do not need them. SBA has replaced its fleet of Dodge Ram vans with Econoline 350/El Dorado Aerotechs.

HOLLYWOOD MUSEUMS SHUTTLE (HMS)

HOLLYWOOD: A new fare free shuttle bus service linking the Hollywood Bowl Museum and the Hollywood Studio Museum began the first week in July. The service is being supported by $35,000 from County of Los Angeles transit funds. Service is offered every 15 minutes from 130PM to 700PM Sundays, from 930AM to 430PM on Monday and between 130PM and 730PM Tuesday thru Saturday. (Ed. Note - at present the operator and equipment being used are not known to WT).

RAILWAYS, INC. (TWI)

LOS ANGELES: On June 5th an additional LOS ANGELES-SAN DIEGO-TUCSON-EL PASO-SAN ANTONIO-HOUSTON round trip was added for the summer. This makes five daily round trips between El Paso and Los Angeles, the other four to and from Dallas. On June 23rd direct service was reinstated between San Francisco and Los Angeles as two daily round trips were added leaving San Francisco at 1245PM and 1000PM and departing Los Angeles at 615AM and 1015AM. The former Modesto-San Francisco shuttles connecting with Sacramento schedules were extended to/from Fresno. A Fresno-Sacramento shuttle round trip was also added connecting with a San Francisco schedule. (Ed. Note - By its absence from the latest timetable it is believed that the CALEXICO-MEXICALI route (two daily round trips connecting with Dallas schedules) has been discontinued). Based on the results of a recent California Highway Patrol inspection in which a number of TWI buses failed to pass, the CHP recommended to the Public Utilities Commission which concurred that TWI's Transportation Charter Permits not be renewed until the fleet was repaired and reinspected and passed. The result of this action was that beginning July 25 all charter operations were suspended. Scheduled regular route was not officially affected by this action although equipment availability could not always be guaranteed.

SOUTH COAST PLAZA SHUTTLE (SCPS)

ANAHEIM: SCPS, operated under contract to the shopping center by PACIFIC COAST SIGHTSEEING TOURS, INC., has added a second DISNEYLAND-SCP route serving twenty of the medium and smaller hotel/motels in the Disneyland area in addition to the Doubletree Hotel in Orange at The City. Five weekday round trips, four Saturday round trips and two Sunday round trips are operated. The regular $2.00 one way fare is charged, but reservations must be made one hour prior to departure time. The other Disneyland route and the Newport/Irvine route do not require any advance notice.

AMERICAN TROLLEY LINES, INC. (ATL)

REDONDO BEACH: Over the last year ATL has been operating trolley service in four Southern California cities, Redondo Beach, Santa Monica, Manhattan Beach since February 1st and Newport Beach since June 1st. Faced with low ridership and lack of city backing for any subsidies ATL discontinued operations in both Redondo Beach (two units) and Santa Monica (also two units). The MANHATTAN BEACH TROLLEY, which is partially financed by the city, was recently given a 90 day termination notice by the city during which time the city staff will monitor the trolley's performance and may recommend rescinding termination if performance improves. Recently the TVI bodied trolley mounted on a truck chassis was sidelined with mechanical difficulties and was replaced by a small conventional school bus. The three vehicle NEWPORT BEACH TROLLEY is also operating with benefit of a city subsidy as part of a one year contract.

GREYHOUND LINES, INC. (GL)

PHOENIX: The division of the nationwide GL into four regional operating companies (WT 6/86) took place during May and the CGL, EGL, SGL and WGL designations now appear on timetables and other documents. Other changes are also happening. Beginning June 25th the EL PASO-PECOS and EL PASO-FORT STOCKTON routes were discontinued with replacement service being provided by TEXAS, NEW MEXICO & OKLAHOMA COACHES, INC. For the summer GL has reduced its maximum one way fare to $59 and for passengers buying a one way ticket costing at least $25 they may take a companion for only $2 more (the "Companion Money Saver" fare program). These tickets require 30 day advance purchase, travel between Monday and Thursday and a $15 cancellation fee.

POMONA VALLEY TRANSPORTATION AUTHORITY (PVTA)

POMONA: With the close of business on August 1st PVTA's one fixed route, the VALLEY SHUTTLE, operating between Cal Poly Pomona and Claremont hourly on weekdays using two buses, was discontinued although Dial A Ride service in each of the PVTA's four cities continues (WT 1/86).

OMNITRANS (OT)

SAN BERNARDINO: Passenger fares were increased on July 1st as the adult cash fare was increased from 55¢ to 60¢ and elderly and handicapped fares were hiked from 25¢ to 30¢. OT's recently adopted Short Range Transit Plan envisions a new downtown transit terminal in San Bernardino and at least three service extensions in fast growing parts of the San Bernardino Valley. City officials have just about decided on Parking Lot No. 2, in the block bounded by Fourth, Fifth, D and E Streets, as the site for the terminal. OT would pay for the terminal and displaced parking spaces while construction of a possible parking garage next to the terminal would be the responsibility of the city. Service changes would include extending service about mid 1987 from northwest San Bernardino to North Rialto and Fontana, a new route between Rancho Cucamonga and Ontario International Airport at the same time and, in 1988, a new route to serve Fontana's Southridge area.

SAN JUAN CAPISTRANO SHUTTLE (SJCS)

SAN JUAN CAPISTRANO: A weekend shuttle service sponsored by the San Juan Capistrano Chamber Of Commerce and operated by LAURA'S TOURS of Orange began June 21st but operated for only a few weeks and was discontinued due to lack of ridership which was likely caused by a lack of publicity. The buses, 20 passenger air conditioned Econoline/Champions, ran hourly with stops at the Mercado Shopping Center on Camino Capistrano, Capistrano Surfside Inn and in the Dana Point Harbor at Harpoon Henry's and the Orange County Marine Institute. The fare was 50 cents and service operated between 1000AM and 700PM. The major purpose of the shuttle was to increase business in downtown SJC by providing a means for tourists staying in Capistrano Beach and Dana Point to travel to the town.

HUB AREA TRANSIT AUTHORITY (HATA)

MARYSVILLE: HATA is a joint powers agency consisting of the cities of Marysville and Yuba City and counties of Yuba and Sutter which provides transit in the Bi-County area through a series of six local fixed routes, Dial-A-Ride service in the area, rural fixed routes on designated days and peak hour service to Beale Air Force Base. All service operates weekdays only except DAR which runs daily. On June 18th a second Beale AFB route was inaugurated. This is the BEALE EXPRESS ROUTE SOUTH which operates one morning northbound and one afternoon southbound trip connecting Olivehurst, Linda, North Beal Road and Beale AFB. For the summer HATA is operating Saturday only reservation service between Marysville, Loma Rica and Collins Lake. Two round trips are operated departing Wards in Marysville at 805AM and 205PM and leaving Collins Lake at 1000AM and 330PM. Reservations are required 48 hours in advance and a minimum of ten reservations is necessary for the trip to be operated. Earlier this year HATA took delivery of at least four 35 foot Bluebird All American buses numbered 3701-3704. These buses have 37 blue padded bucket seats, one door, an extra door with Braun lift, openable windows, air conditioning, white interiors and Diamond fareboxes. The buses are painted white with two tone blue striping. The Bluebirds are generally assigned to routes 4-MARYSVILLE, 5-NORTH BEALE ROAD and 6-OLIVEHURST-LINDA. For Dial-A-Ride five Ford Econoline 350/El Dorado Aerotechs were purchased. These are 16 passenger lift equipped units with two doors, forward facing seats and also painted blue and white with black window effect. HATA's 06 and 02, Superior Transliners and 3 (07), a Grumman M500, are the other fixed route buses. Until the arrival of the Econoline/Aerotechs DAR service had been provided by a fleet of 13 Chevy Van 30/Wayne Transettes. Some of them are still DAR vehicles as well as driver relief vehicles and spare fixed route vehicles. HATA is operated by COMMUNITY TRANSIT SERVICES, INC. from a base in Yuba City.

SUPPORT THE SOCIETY BY ATTENDING THE MONTHLY ENTERTAINMENT MEETINGS THE SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA AND BY SENDING IN NEWS OF WHAT IS HAPPENING AT THE TRANSIT SYSTEMS IN YOUR AREA FOR WT.

SANTA CRUZ
of service

ANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The only service change made with the Spring schedules on March 13 was reduction of service on weekday only 38-ZAYANTE-FELTON VIA QUAIL HOLLOW from 2am/2pm trips to one each retaining the 705AM and 255PM trips from Felton. On March 22 weekend service on the seasonal free CAPITOLA BEACH SHUTTLE began operating 15 minutely 930AM-630PM (2 buses) on the new route established last year between the McGregor Drive Park & Ride Lot south of New Brighton Beach State Park and the Esplanade in Capitola Village, with daily service offered from May 26 thru September 8 and weekends only until September 28. On Memorial Day weekend the SANTA CRUZ BEACH-MALL SHUTTLE began its annual weekend/holiday service thru Labor Day running 15-20 minutely with 2 buses. Differences from last year are that operating hours have been shortened to 11AM to 5PM from 11-7, the unlimited ride (on date of purchase) ticket price was increased from 25¢ to 50¢ (children 12 and under still free) and a slight route modificiation was effected on the County Government Center loop by short cutting along Dakota from Ocean to Soquel instead of running along Ocean to Soquel. Two of the Twin Coach TC-31s (881 & 8005) have been painted solid white save for their black doors and window surrounds for this service and colorful flags promoting the Shuttle have been mounted on the lamp posts along Ocean by the Government Center free parking lot to attract the attention of beach bound motorists. Beginning with June 12 summer schedules weekend/holiday service on 7-BEACH was changed between the hours of 11AM and 5PM to eliminate the inbound only ccw Beach, Cliff & 2nd loop off Washington to avoid traffic congestion between the Municipal Wharf and the Beach Boardwalk amusement zone. Other service adjustments included rerouting inbound 8-COUNTY HOSPITAL trips to run on Dakota (same as BEACH-MALL SHUTTLE) and adding a 630PM last trip weekdays only from Metro Center and starting weekend/holiday service on 71-SANTA CRUZ-WATSONVILLE VIA SOQUEL DR from Watsonville at 635AM instead of 705AM. In equipment notes roller type headsigns on all Grumman 870s (858-880), Gillig Phantoms (8050-8063 & 8065) and AM Generals (846-851) have been replaced by large character electronic dot signs. #0 foot Phantoms 8066-8068 were delivered that way. Roller signs will be retained in all GMC New Look buses and TC-31s. Curtains had previously been removed from the Chevy/Transettes (852-855 & 857) and the letters SCMTD painted on the headsign window.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: Service changes effective with the April 7th sign up included: 11-KING ROAD SHUTTLE (runs weekdays only) had operating hours extended from 830AM-300PM to 650AM-550PM (20 minutely, one bus). 25-EAST SAN JOSE-DE ANZA COLLEGE discontinued the diversion of six weekday trips in each direction into the DeAnza campus from McClellan via Parking Lot G and return. 33-EASTRIDGE-NO. FIRST & OAK CREEK, 64-SANTA CLARA-ALMADEN VALLEY, 66-MILPITAS-SANTA TERESA HOSPITAL and 75-ALVISO-SANTA TERESA HOSPITAL were all rerouted in downtown San Jose. 53-SUNNYVALE CALTRAIN DEPOT-WESTGATE (runs weekday only) had midday (8AM-4PM) headways improved from 60 to 30 minutely with coach requirements increased from 2 to 4. Peak headways remain irregularly 25-45 minutely AM and hourly pm. 72-DOWNTOWN SAN JOSE-ALMADEN & CHERRY expanded weekend/holiday service to run 630AM-730PM (hourly) instead of 830AM-630PM. The southern boundary of the weekday off peak Downtown San Jose Free Ride Corridor was extended from San Carlos Street to Virginia St and free ride hours liberalized to 930AM-230PM. Installation of sliding sash side windows on 40' RTS II 1000-1065 and 35' RTS II 1100-1149 has been completed but only alternate fixed panes have been replaced. CT will be purchasing 93 Flxible Metros (40 thirty foot, 9 thirty five foot, 44 forty foot) as replacements for the last remaining GMC New Looks including 15 former SAN JOSE CITY LINES TDH4517/4519s, 7 TDH5301s and 22 TDH5302s (second hand), the 37 remaining active propane powered Gillig/Neoplans PT477s and 12 Mercedes Benz 0309Ds. On April 14 an unveiling ceremony of the first of 50 UTDC articulated light rail cars bodies (#801), minus the articulation piece which was displayed separately, was held in the refurbished shops of San Jose Steel Company where assembly of the cars will be performed. Construction of the LRV maintenance and operations base at North Market and Younger, nestled between Cal 17 (newly redesignated Interstate 880) and the Guadalupe Expressway, is progressing with track laying completed and overhead wire installation underway. The northern half of the light rail line (San Jose-Agnews) is scheduled for completion in late 1987 with the completion of the southern portion in late 1988.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: July 27th brought seven internal and one external changes as several lines were transferred between divisions and Line 177-GLENDALE-PASADENA-DUARTE was rerouted in Montrose. Line 177 now operates along Montrose Avenue, LaCrescenta Avenue and Foothill Boulevard instead of via Ocean View Boulevard which allows for continuous service along Foothill although a transfer between 90/91 and 177 is required.

Line 102-EAST JEFFERSON-COLISEUM STREET was transferred from Division 1 to Division 3 while Line 220-ROBERTSON BLVD-CULVER BLVD-LAX was moved from Division 7 to Division 5. The Division 5 portion of Line 212- LA BREA AVENUE-HOLLYWOOD WAY was transferred to Division 15 so that the line now works exclusively out of 15. 443-LOS ANGELES-NORTH TORRANCE-PALOS VERDES and 445-SAN PEDRO PARK/RIDE traded places with 443 moving from Division 12 to Division 18 and 445 doing the reverse. The Division 16 portion of 496-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO, originally scheduled to be transferred in June, was moved to Division 1 although D16 will continue to control and provide necessary back up service for Division 13's operation. Line 497-MONTCLAIR-POMONA PARK/RIDE now operates out of both Divisions 1 and 16.

Line 654-WESTCHESTER-HOLLYWOOD BOWL, traditionally operated each summer by RTD from Division 5, is being operated this year by SANTA MONICA MUNICIPAL BUS LINES.

EASTSHORE LINES (ESL)

SAN FRANCISCO: After forty years of service EASTSHORE LINES discontinued charter bus operations as of August 5th. The date coincided with the date their insurance company (The Insurance Company of Maryland) ceased to write bus coverage in the state. Last year ESL's insurance premiums were increased over one hundred per cent and the fleet was reduced from 25 to 12 buses. Current quotations followed the same trend in spite of an excellent record. ESL never experienced a serious accident and had no passenger fatalities nor seriously injured any passenger. SEQUOIA STAGES, parent company of ESL, was founded in Berkeley in 1946 to furnish bus service between Richmond and the Berkeley campus of the University of California. The University had taken over several of the former shipyard housing projects in Richmond and Albany to house student veterans and their families and had acquired 12 surplus Army buses and contracted with SS to operate the bus service. As these operations gradually wound down over the next few years a charter bus service was established with the name ESL to serve the East Bay area growing to fleet of over forty buses by 1960. In 1961 ESL acquired a small charter operator in San Francisco (FODIE TRANSPORTATION COMPANY) and moved all of their operations to The City in 1962. Originally located on Francisco Street in the North Beach area ESL moved to larger quarters on Townsend Street near The Embarcadero in 1966. As this property is part of the new South Beach Development, ESL would be faced with relocating in the near future. Coupled with the high cost of insurance and the de-regulation of the bus industry, which has allowed many non union operators to enter the business, William S. Billings, President of ESL and one of the original founders of the company, stated that the decision was made to cease bus operations. Three senior drivers retired and the others were offered employment with two San Francisco based charter bus companies. Most of the newer buses will be leased to other Bay Area bus operators and the 15 to 20 "historical buses" will be placed in storage in Oakland at a location near the PEERLESS STAGES SYSTEM offices and yard pending disposition.

ALTADENA BUS SERVICE (ABS)

ALTADENA: Beginning July 1st the one ABS route operating east/west through the foothill community was altered so that alternate eastbound trips divert from the regular route at Ventura Street and Lincoln Avenue operating along Lincoln to Loma Alta Drive looping through Loma Alta Park and returning along Lincoln to Ventura and then continuing east on Ventura toward the New York and Allen terminal. Westbound trips continue directly along Ventura Street as before. Operating hours of 745AM to 445PM Monday through Friday continue unchanged.

FETY OF BUS OPERATIONS

SACRAMENTO: Following the May 30, 1986 crash of a STARLINE TOURS bus, Neoplan N116 #2004, which plummeted off a winding stretch of U. S. Highway 395 and into the Walker River in the eastern Sierra region of California and killed twenty one people, a call has come from many political and regulatory bodies for more stringent safety standards to handle a growing number of equipment and operator violations. The California Assembly Transportation Committee is investigating whether state regulation of the bus industry has failed. This issue is multi-faceted and includes equipment and driver qualifications as well as which state or federal agencies have jurisdiction over the charter bus industry and their abilities to enforce regulations. In this state the jurisdiction question involves the California Highway Patrol and the Public Utilities Commission. The CHP, although responsible for the on the road equipment safety violations is only equipped to monitor about one quarter of the charter buses. Although PUC officials believe that the responsibility for safety rests with the CHP, a recent California state auditor's report does not agree. That report accused the PUC of not effectively administering the companies that operate passenger vehicles. During July the PUC staff was holding Bus Safety Workshops to explore ways bus operations can be made safer through such mechanisms as bus mechanical inspections, driver qualifications and operator financial fitness requirements. Two state Assembly bills have been introduced to raise the qualifications for tour bus licenses to the same level as those for school and farm labor buses (these categories include CHP tests in addition to those given by the Department of Motor Vehicles). One bill would establish a certificate program for motorcoach operators and would provide for a $100 per seat per bus fine when a bus is removed from service by the CHP for safety reasons. The other bill would require annual safety inspections by the CHP. There is also talk of trying to standardize regulations in these areas throughout the country.

SONOMA COUNTY TRANSIT (SCT)

SANTA ROSA: July 7th brought a number of changes to SCT operations. Regular/Adult and Student cash fares were both increased a nickel. Regular fare is now 75¢ minimum (SCT charges distance based fares) and Students are now a minimum of 55¢. Saturday service is now being offered on Line 60-CLOVERDALE-HEALDSBURG-WINDSOR-SANTA ROSA (originally SCT 50/51) in the form of five southbound and four northbound trips (one bus) between 7:45AM and 7:45PM. Expanded weekday midday service is now offered on 20-RUSSIAN RIVER, 30-SANTA ROSA-SONOMA and 40-SONOMA-PETALUMA. Beginning May 18th and running through September 7th is operation of two round trips on Sunday and holidays between Duncan Mills, about thirty minutes running time west of the former Monte Rio terminal, and downtown Santa Rosa. Regular 20 line buses operate to and from Occidental, a community west and south of Duncan Mills. Also, for the summer, the four local lines in Cotati and Rohnert Park (10,11,12 and 14) have reduced service from hourly on each (two buses) to two hourly on each line (one bus). SCT will be acquiring fifteen new buses this fall in the form of 40 foot Neoplan Advance Design lift equipped buses which will replace the remaining GMC New Look buses (SDH 4501s from AC TRANSIT) and also enlarge the size of the fleet. Opening in September will be the new Santa Rosa Transit Mall, located on 2nd Street between B Street and Santa Rosa Avenue, one block away from the current SCT, SANTA ROSA TRANSIT, GOLDEN GATE TRANSIT and MENDOCINO TRANSIT AUTHORITY major bus transfer area at Old Courthouse Square area.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

OAKLAND: The MTC has approved a number of projects to be financed by the Special Projects Fund during this fiscal year, many of them public information and marketing type campaigns. The one service related program is the Vallejo Demonstration Peak Service to BART/El Cerrito Del Norte. This service would begin next April for a fifteen month trial run and consist of four round trips weekday mornings and afternoons with one round trip in the middle of the day. The proposed fare is $1.25 per trip and the estimated cost of the service, including operating and capital costs minus expected fare revenues, is $251,225.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Empire Lines, Inc.	(740,747-749	GMC	P8M4905A/669,1522,1738,1765	
	(120-121	GMC	P8M4108A/537-538	
	(862-863	MCI	MC9/CP037159,-	
Golden State Coaches	798	MCI	MC9/S15327 U35285	
LTR Charters & Tours	384	MCI	96A3/FP0403A6	
Kerrville Bus Company	V746-V748	MCI	102A3/FP040462-40464	
Marin Airporter	26	MCI	102A3/GP040849	
Reno Express (Travel Time)	747	MCI	102A3/GP040885	
Redwood Empire Lines	200	MCI	MC9/BP035736	
Scenic Hyway Tours	9099	Neopln	N117-3/2P410333	
Spokane Transit Authority	210-219	MAN	293/GC141661-231670	
Seattle Metro Transit	3000-3146	MAN	SL40102L/FC8141419-1565	
Western Trails	8410	MAN/GAC	22/280/DV070007	
Casablanca Express	CASA 3	TMC	102A3/GR005488	
California Parlor Car Tours	50-55	TMC	102A3/GR005525-5530	
-USED-				
Marin Airporter	24-25	MCI	MC8/S13831U34212,--	All West 401,404
American Stage Tours	1160	MCI	MC8/-	Greyhound 1160
Starline Sightseeing Tours	4614,4616	Eagle	AE10/-,30596	Angeltown -,-
So Cal	321,324-326	Eagle	AE10/30488,-,-,30429	Angeltown same numbers
Guiton Charter Lines	(8106	Eagle	AE10/-	N'side Apt Exp
	(602,609,	GMC	T8H5305A/082,080,	Sierra Nevada
	(613,619		093,099	Stg Lns same #
Pacific Coach Lines	6771	GMC	T8H5305A/083	GGT 603
Laidlaw Transit, Inc.	6054	GMC	S8M5304A/059	Ex -
Livermore Amador Valley TA	(101-109	AMGenl	9635B6/000342-343,	SCAT 4505-4506
	(		345-348,	4508-4511
	(		351-353	4514-4516
Eastshore Lines	343	Prev	LM103-2653-79	All West 331
-DISPOSITIONS-				
Santa Barbara MTD	210	GMC	T6H4521/138	to Mike Sheridan
Guiton Charter Lines	319	GMC	PD4151/353	to Ralph Cantos

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A combined WTS/WEST COAST MOTOR COACH SOCIETY excursion is now planned for October 12 (note date) to be followed by monthly meeting in La Puente rather than Pasadena that month only. Watch for details.

WT STAFF

Editor Edmund Buckley

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

Reporters Bob Burrowes
Robert Higginbotham
James Husing
Marvin Martin
Ed Von Nordeck
METRO Magazine