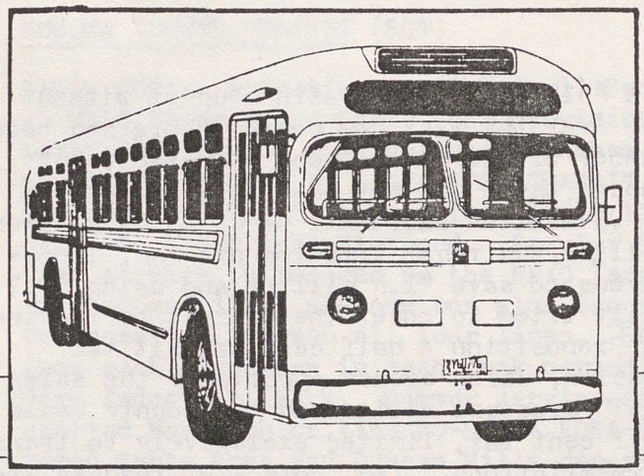


Western Transit

Monthly Publication of The Western Transit Society

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ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD buses began operating into downtown Los Angeles on July 1st as the operation of RTD Line 464-FULLERTON-LOS ANGELES PARK/RIDE became a shared operation. OCTD provides two of the buses operating a total of twelve one way trips while RTD provides nine of the buses and operates the remaining thirty two one way trips. The fare structure and fare collection remained the same with one exception. The OCTD Express Monthly Pass (with a cash value of $2.25 and a selling price of $80.00) is now honored on the OCTD operated trips. Both agencies will honor the RTD 4 Stamp Monthly Pass until at least September 30, 1987. By that time additional decisions regarding fare structure will need to be made. The route and schedule is the same as before. OCTD trips depart Fullerton at 520AM, 535AM, 655AM, 714AM, 357PM and 451PM. Departures from downtown Los Angeles are at 604AM, 619AM, 300PM, 340PM, 527PM and 605PM. Two Flxible New Look 53102-8-1 buses (#1130 and 1131) have been outfitted with drop type fareboxes and intially assigned to the line which is based at Garden Grove Division 4. Beginning in the month of August the two new Super Buses (truck tractor and trailer acting as passenger module) will be on the property, checked out and available for passenger service. These units have been leased by OCTD from Super Bus, Inc. of San Jose for a three year period and will initially be tested on the 464 as an example of high speed, point to point commute type service usage. The previous test of the Super Bus demonstrator was for one week in December 1985 on Line 43-HARBOR BOULEVARD.

The OCTD Board has adopted a Van Pool Seed Fleet program complete with eleven van type vehicles which can be loaned to potential commuter groups for work trips with work end destinations in Orange County. The period of the loan would be between six and twelve weeks at which time the group must transition from an OCTD vehicle to an outside arrangement of their choice (third party lease, company owned or individually owned and operated). OCTD's Commuter Network section will be working with the groups in this effort. Weekly fares per person range from $11.25 for trips of 30 miles or less round trip to $11.75 per week for trips up to 42 miles with each additional six miles costing an additional quarter each week.

LOUNGE CAR TOURS (LCT)

CULVER CITY: LCT's ANAHEIM-DISNEYLAND-BUENA PARK-LOS ANGELES INTERNATIONAL AIRPORT route now serves two additional stops, the Anaheim Marriott and the Buena Park Hotel near Knotts Berry Farm and the Disneyland Hotel stop is now located at the Cerritos Avenue bus shelter rather than on property. Service continues to operate approximately every 45 minutes between 430AM and 230PM and approximately hourly until the final Anaheim departure at 945PM and the last trip from LAX at 1125PM.

MAKE WT MORE INTERESTING TO READ BY SUBMITTING NEWS STORIES FROM YOUR LOCAL TRANSIT SYSTEMS

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The RTD Board recently voted to approve a $514 million operating budget without increasing passenger fares for at least one more year. Over the last few months there had been public hearings on potential changes in fares and a number of Board votes on the matter, but the budget action brings all of that to a close. Although there was not unanimous support to do so the RTD Board were able to reduce the expected $9.5 million shortfall by using $4 million from a special reserve account, by deferring a $2.4 million bus rehabilitation program, imposing a hiring freeze on non contract and clerical employees to save $1.4 million and using $1.7 million in unexpected carryover money. RTD had orignally tried to cover the deficit by trading $30 million of its farebox revenues for $40 million in Proposition A half cent transit tax money, but the Los Angeles County Transportation Commission, which agency apportions the sales tax money, refused to vote for the switch. Under the RTD proposal cities and the county would have been asked to trade part of their share of the half cent tax, limited exclusively to transit projects, in return for money which would carry no restrictions. (Ed. Note - W" readers are aware of various philosophical ideas on how the Prop. A money should be spent or not spent - city versus suburbs, SCRTD versus LACTC, politician versus politican). One proposal had been to increase the present 85¢ fare to 90¢ and LACTC Executive Director, speaking about the RTD fund swap idea said that "a nickel fare increase is really a rather modest one, especially since they haven't had a fare increase in two years". City Councilman Nate Holden, still serving as Supervisor Kenneth Hahn's RTD appointee, said that there are plenty of funds available, but the LACTC refuses to recognize the needs of the bus riding public. Holden said, "let them hear from the public, it is their money that is being controlled by insensitive individuals".

June 21st was the date for the Summer Shake Up and included a number of route and service changes. Line 1-HOLLYWOOD BOULEVARD weekend service, except Owl trips, now terminate in West Hollywood and Line 120-IMPERIAL HIGHWAY had all but selected weekday peak hour trips rerouted from the West Imperial Terminal at LAX to the City Bus Center at 96th and Vicksburg. Line 434-LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS was extended, for the summer, northward from Pacific Coast Highway and Trancas Canyon Road along PCH to the Leo Carrillo State Beach Park. In addition, all trips but a few to/from downtown Los Angeles during weekday peak hours, were extended from Santa Monica to the West Los Angeles Transit Center. Line 439-LOS ANGELES-LAX-REDONDO BEACH EXPRESS was rerouted to serve the new Baldwin Hills Recreation Area. Night service on 560-LAX-SAN DIEGO FREEWAY-VAN NUYS BOULEVARD between the City Bus Center and West Imperial Terminal was discontinued. Owl service was added on 14-BEVERLY BOULEVARD between downtown and Beverly & Western and on 446-LOS ANGELES-SAN PEDRO EXPRESS between downtown and 21st & Pacific in San Pedro. With the close of service on June 26th Line 455-LOS ANGELES-PARAMOUNT-BELLFLOWER EXPRESS was discontinued without replacement. Line 685-RANCHO PALOS VERDES-TORRANCE-REDONDO BEACH-EL SEGUNDO BEEP, originally planned to be discontinued, has been retained for another six months with receipt of a $50,000 grant from the City of Rancho Palos Verdes. RPV received the money from the LACTC on the condition that the city replace the RTD line with its own service. RPV and several other South Bay cities will conduct a study to determine the best type of replacement service.

The 1100 series Neoplan suburban style buses appeared on Line 439-LOS ANGELES-LAX-REDONDO BEACH EXPRESS beginning June 20th and have also been seen, occasionally, on 443-LOS ANGELES-NORTH TORRANCE-PALOS VERDES and 496-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO.

RTD is presently calling for bids from firms to rehabilitate the electrical and air conditioning systems on eighteen Neoplan double deck buses. These units have been sidelined since an electrical fire on board one unit in Division 16 about eighteen months ago.

The new 28 acre, five building Central Maintenance Facility at Lyon and Macy Streets just east of downtown Los Angeles is now starting to be occupied as the procurement and general maintenance departments have moved in. The CMF will replace South Park Shops. One building will house all bus repair pits and uniform distribution. Between the five buildings RTD will be capable of servicing up to 5000 buses and be able to build a bus from the ground up if the need arose.

* JULY 1987 WESTERN TRANSIT

SONOMA COUNTY TRANSIT (SCT)

SANTA ROSA: Effective April 1st all Santa Rosa routes began using the new Second Street Transit Mall in downtown Santa Rosa providing a one block, car free pedestrian and transit bus mall partially covered and including benches, telephones, restrooms and transit information. The mall is also used by SANTA ROSA TRANSIT, GOLDEN GATE TRANSIT and MENDOCINO TRANSIT AUTHORITY. Rohnert Park/Cotati local lines 10/11/12/14 fares have been increased to 60¢ Regular/45¢ Student/30¢ Elderly/Handicapped. Regular SCT fares are 75¢/55¢/35¢. Between June 22nd and August 22nd service is reduced on the RP/C locals for the summer from hourly on each line (10/12 use one bus and 11/14 use one bus plus two for school service) to two hourly on each line with one bus rotating between all four lines. Selected Line 48-PETALUMA-ROHNERT PARK-SANTA ROSA trips (one each direction in each peak period) have been rerouted to serve the newly opened Rohnert Park Industrial Park. Summer service (and the only Sunday/Holiday service provided by SCT) started May 17th on Line 20-SANTA ROSA-RUSSIAN RIVER AREA. Two round trips are operated between Santa Rosa and Duncan Mills departing Santa Rosa at 1020AM and 320PM and leaving Duncans Mills at 1200PM and 500PM. LAIDLAW TRANSIT, INC. is the present contract operator of the county wide, twelve route, 27 bus SCT fixed route system. SCT will soon be advertising increase in accessible trips now that all SCT's front door wheelchair lift equipped 40 foot Neoplans are in service. The 43 passenger units include two wheelchair positions. Normally the 175-189 series Neoplans are used on the 20-RUSSIAN RIVER/30-SONOMA/40-SONOMA-PETALUMA and the 44/48-PETALUMA-ROHNERT PARK-SANTA ROSA routes.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: SAUSALITO FERRY fares were increased beginning April 20th. Regular fares are now $3.30, youth fare is $2.60 and senior/handicapped fare is $1.75. The price of a 20 ride ticket book will be $33.50 which gives regular passengers a discount fare of $1.66 each way. Beginning July 6th GGT made a number of substantial changes in bus service including local services, basic transbay services, ferry feeder services and commute services. Generally speaking the changes were reductions to compensate for continuing declines in ridership (WT 4/87). Locally 1-NOVATO-COLLEGE OF MARIN was rerouted in San Rafael to operate on Bellam Blvd and Anderson Dr. serving Larkspur Landing replacing Line 20. 21-MARIN GENERAL HOSPITAL-MILL VALLEY was extended from Strawberry Shopping Center via East Blithdale and Sunnyside to Mill Valley. 39-LUCAS VALLEY-SANTA VENETIA was rerouted to operate from Lucas Valley via LV Road to Smith Ranch Rd, Redwood Frontage Rd to the Marin Civic Center and Santa Venetia. 53-SOUTH NOVATO BLVD was replaced by an extension of Line 1. 20-CANAL-SAN RAFAEL-SAN FRANCISCO was shortened to terminate at GGT offices on Anderson instead of continuing to Larkspur Ferry Terminal. 37-TERRA LINDA-LARKSPUR FERRY was rerouted via the 4th & Hetherton station to the Ferry Terminal. 67-DOWNTOWN SAN FRANCISCO-SOUTH OF MARKET-CIVIC CENTER was extended from South of Market to the Civic Center. Line 36-TERRA LINDA-SAN RAFAEL-SAN FRANCISCO and 61-BOLINAS-STINSON BEACH-SAUSALITO FERRY were both discontinued. While Line 36 patrons have some other service options Line 61 riders were being referred to GGT for car pool and van pool information. 22-SAN ANSELMO-SF and 24-INVERNESS-MANOR-FAIRFAX-SF will serve all bus stops east of San Anselmo plus the San Anselmo Depot. Certain buses formerly known as 22 are now known as 24. 34-SANTA VENETIA-SAN RAFAEL-SF rerouted via Lincoln to 4th & Hetherton and Dominican will not be served. Most 52-EAST NOVATO-SF buses renumbered 54-SAN MARIN-NOVATO BLVD-SF with all buses traveling via South Novato Blvd. and will use HOV lanes. Schedules were adjusted on 2-MARIN CITY-SF, 4-MILL VALLEY-TAMALPAIS VALLEY JCT-SF, 8-TIBURON-STRAWBERRY-SF, 18-MANOR-FAIRFAX-SF, 26-SLEEPY HOLLOW-SAN ANSELMO-SF, 30-CANAL AREA-SF, 38-TERRA LINDA-SF, 40-LUCAS VALLEY-SF, 48-SUNSET PKWY-IGNACIO-SF, 74-SANTA ROSA-PETALUMA-SF, 76-ROHNERT PARK-EAST PETALUMA-SF and 78-SANTA ROSA-SEBASTOPOL-SF consisting of reductions on all but Line 38 and 54.

NEWPORT TROLLEY (NT)

NEWPORT BEACH: NT, dormant for the last six months, operated on July 3rd and 4th to help relieve traditional Independence Day traffic congestion and the closing of certain streets to all but residents. NT operated between Lido Shopping Center and Balboa Pier on Friday between 5PM and 2AM and on Saturday from 1PM to 2AM charging a $1 fare.

TRAILWAYS, INC. (TWI)

DALLAS, TEXAS: In June Fred G. Currey, Chief Executive Officer of GLI Holding, Inc. which purchased GREYHOUND LINES, INC. from The Greyhound Corporation, announced intentions to purchase the bus routes and other assets of its only nationwide competitor TRAILWAYS, INC. Under the agreement GLI would take over the TRAILWAYS name and routes, 450 of its 1200 buses with some of the remaining buses operated under leasing arrangements, some terminals and maintenance bases and three subsidiairies for $80 million and other considerations including an undisclosed but considerable equity interest in Greyhound. Both GLI and TWI officials indicated that TWI was a money losing concern and that a combination of firms would not violate antitrust statues. After the merger GLI officials plan to continue to operate TRAILWAYS buses under the TRAILWAYS name because of its widespread recognition, especially across much of the South. Although there are plans to improve TWI service it is also expected that in cities with two bus terminals that one of them will be closed. In addition to the bus system GLI would also take over the bus manufacturing group, Eagle International, Inc. employing about 300 in Brownsville, Texas; Trailways Food Services, Inc. which operates restaurants in some TWI stations and Trailways Commuter Transit, Inc., a subsidiairy that operates about 300 commuter and transit buses in Texas. If the acquisition of TWI is approved by the Interstate Commerce Commission GLI said that it would withdraw all pending TWI applications for service discontinuations in certain parts of the country. During the past five years TWI has withdrawn or filed to withdraw service in twenty three states (WT 5/87). In addition, GLI said that it will continue to serve, for at least one year, all communities on either company's routes that do not have any alternative bus service. GLI officials indicated that during the past year TWI unsuccessfully attempted a public sale of its stock, a private sale of the company and a sale to an employee stock ownership plan. TWI is also unable to borrow additional money and was considering filing Chapter 11 bankruptcy. Nationwide, bus travel now accounts for only 1.3 per cent of intercity travel and deregulation of airlines causing many discounted air fares plus the preference of many Americans to travel by auto in an era of lower gasoline prices have only fueled the decline in bus patronage. On July 2nd the Interstate Commerce Commission voted 5 to 0 to authorize issuing GLI temporary authority to assume operation of TWI. Action on a request for permanent authority will be acted upon later. The ICC decision was based on a Justice Department report indicating that TWI qualified as a "failing company" under federal antitrust laws and therefore the merger would not violate those laws. Justice analysts found TWI on the brink of bankruptcy with virtually no chance of being restructured as a viable entity and there were no other potential purchasers for the firm. GLI will now operate the TWI firm and will go forward with plans for the $80 million acquisition.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)

LIVERMORE: A combined LAVTA and LIVERMORE TRANSIT SYSTEM ("RIDEO") have awarded its first competively bid privatization contract to Laidlaw Transit, Inc. which firm had previously operated the two independent systems. LTI provides operations management, drivers, maintenance personnel and support services under terms of the three year pact.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: BART Directors have delayed plans to allow private firms to bid against AC TRANSIT to operate the BART Express Bus system because the proposal did not set minimum wages for bus operators and private companies must be required to pay "prevailing wages" said BART Director Nello Bianco. BART has been paying AC $4 million a year for the contract service and officials said that competitive bidding could reduce the cost by $800,00 per year.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Faced with a projected $4 million shortfall MUNI officials have proposed an increase in the price of the Fast Pass for regular riders from $23 to $25 per month with no change for seniors, students or disabled. In addition, headway slippages, like 10 to 15 minutes midday on lines like 8-MARKET and 10-MONTEREY have been suggested. Fare and service changes like these are political issues and decisions will be difficult to reach.

* JULY 1987 WESTERN TRANSIT

LAKE COUNTY DIAL-A-RIDE

LAKEPORT: Dial A Ride service in the city of Lakeport and the unincorporated North Lakeport area has continued beyond the June 30th contract end date by the previous contract operator, LAKE COUNTY TRANSIT, while the Lakeport City Council and the Lake County Board of Supervisors disagree on which agency should be awarded the next contract. Last spring the city and county jointly solicited bids for operation of the system. LCT was the high bidder while North Coast Opportunities, a Ukiah based non profit group, was the low bidder. LCT bid $113,430 for eleven hour service and $86,290 for eight hour service while NCO bid $92,680 and $78,300 respectively. The county wants to award the contract to NCO while the city believes it is unfair to force the private LCT to compete with NCO because the non profit group relies on federal grants for part of its funding. LCT continues to operate the service and passengers will pay the normal $1.25 fee per ride, but the subsidy payments to LCT has temporarily been discontinued.

LAWNDALE TROLLEY (LT)

LAWNDALE: The Lawndale City Council is scheduled to take action toward purchase of two used 1974 Mercedes Benz buses for the LT to replace the presently leased vehicles (WT 5/87). From newspaper accounts these are likely Model O309D buses of the SAN MATEO COUNTY TRANSIT DISTRICT. COMMUNITY TRANSIT SERVICES, INC., LT contract operator and provider of the present leased units, had notified the city that the vehicles would no longer be available for lease and the city staff was searching for additional vehicles to lease when the availability of the buses for sale was learned. Buying buses rather than leasing will save about $13,000 for the nine month period while the city seeks bids, awards a contract and receives two new trolley buses.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The Torrance City Council recently approved expansion of TTS service including addition of three buses on weekdays for Line 3-LONG BEACH-TORRANCE-REDONDO BEACH to provide twenty minute instead of thirty minute headways. The other expansion element, extending the Line 8-HAWTHORNE BOULEVARD from its present northern terminus at the South Bay Galleria via Grant Avenue, Aviation Blvd, Alaska Ave, Douglas St, Imperial Hwy, Sepulveda Blvd and 96th Street to the City Bus Center at LAX. This service would also require three buses. As TTS presently has only three additional buses which can be placed into service right away the expansion of Line 8 would need to await purchase of three additional buses. The new service could replace RTD Line 685 (see story on Rancho Palos Verdes subsidizing the line on Page Two) as well as the slack left by the elimination last year of a commuter bus service operated for Hughes Aircraft Company in El Segundo using CALIFORNIA CHARTER BUSES vehicles. The Council also voted unanimously to continue its arrangement with South Gate to trade general funds for discounted Proposition A funds which can only be used for transportation purposes. Under the five year agreement for every $1 in Proposition A funds it receives from South Gate, Torrance will pay 63¢ for the next three years and 65¢ for the last two years. Torrance has agreed to trade a minimum of $108,000 per year receiving in return a minimum of $171,420 per year.

WESTERN GREYHOUND LINES (WGL)

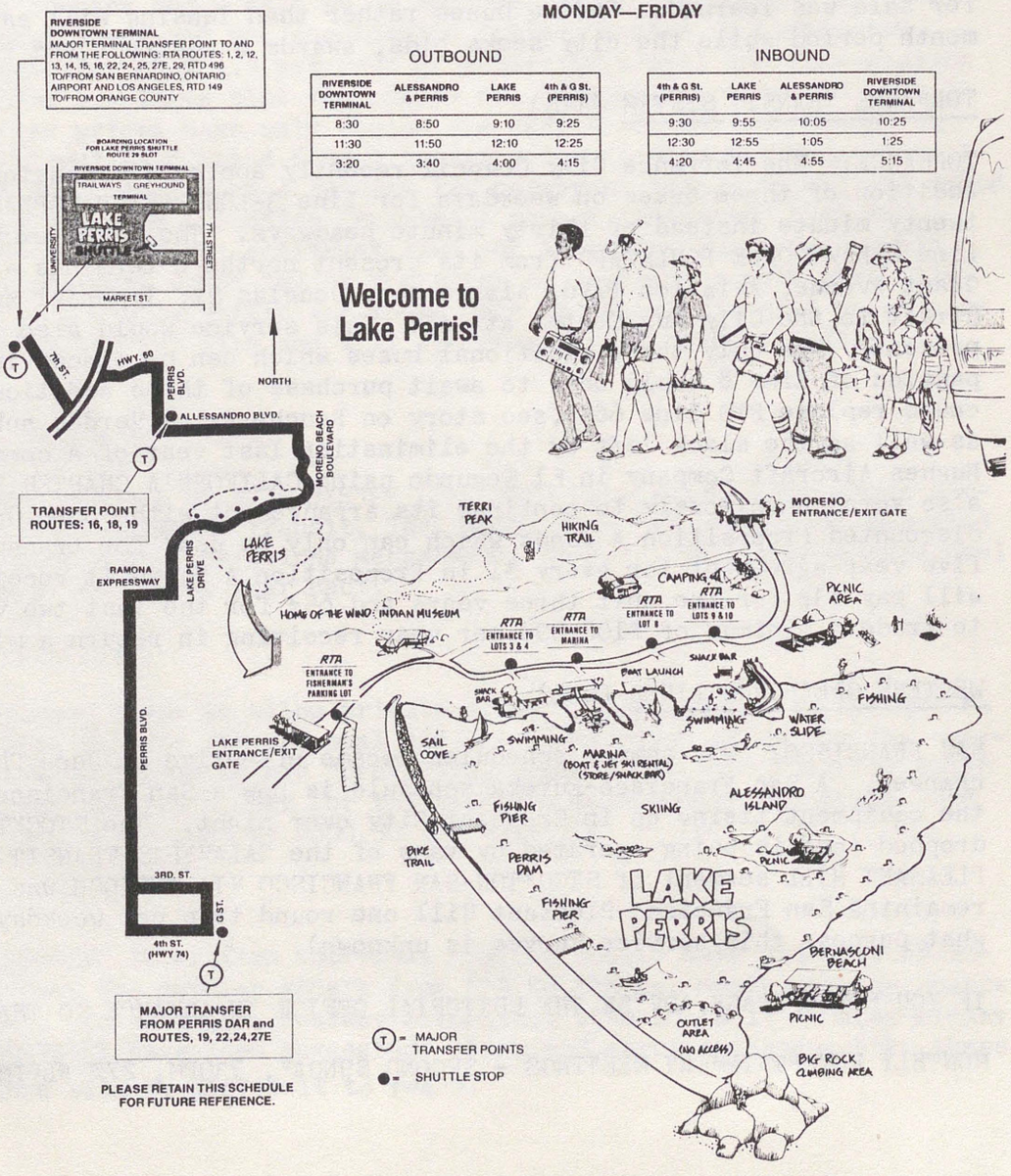
SAN FRANCISCO: WGL summer schedules became effective on June 24th and there were only modest changes. A San Francisco-Eureka schedule is now a San Francisco-Crescent City schedule with the equipment tieing up in Crescent City over night. The STOCKTON-SONORA service has been dropped (and is being operated by vans of the CALAVERAS TRANSIT COMPANY) and the STOCKTON-PLEASANT HILL segment of STOCKTON-SAN FRANCISCO VIA ANTIOCH was yielded to vans of CTC. The remaining San Francisco-Pleasant Hill one round trip per weekday service remains (Ed. Note - what purpose this service serves is unknown).

IF YOU MOVE PLEASE ADVISE THE EDITORIAL OFFICE IN ADVANCE SO THAT YOU DO NOT MISS ANY ISSUES

MONTHLY ENTERTAINMENT MEETINGS - SECOND SUNDAY, 730PM, 272 ALPINE STREET IN PASADENA, CA

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA instituted the LAKE PERRIS SHUTTLE beginning June 22nd and operating every weekday through September 4th (see map and timetable below). Fares on the Shuttle are 60¢ adults, 50¢ students and 30¢ senior and handicapped with no zone charges. Because of the special fares no transfers are issued or accepted and a base fare will be charged if passengers do not disembark at the Lake. Regulations on board the Shuttle are somewhat more relaxed than on other service including playing radios as long as others are not distrubed, bringing beach equipment such as surfboards not over three feet in length, deflated innertubes, fishing poles with certain dimensions and reasonable sized ice chests. Lake Perris visitors arriving on an RTA bus do not have to pay the park entrance fee. In addition, riders can receive a 15% discount on four passenger fishing boat rentals on weekdays and they can buy a cheeseburger, fries and medium Coke for only $2.45 (regular $3.80) at the Park's Concession Stands. LPS operators issue coupons to riders with the stipulation of one coupon per rider per day. In other RTA news the RTA Board of Directors recently approved a budget of $7.4 million for fiscal year 1987-88. The budget includes over $400,000 for ten new vehicles including six Dial-A-Ride vans to replace four year old units and four 20 passenger buses for fixed route service in the Corona-Norco area. Additional money will be spent for bus benches, passenger shelters, bus stop signs and information kiosks. The number of service miles and service hours will be about the same as last year - 157,000 hours and 2.8 million miles. No fare increases are programmed this year. Fares were increased five cents last January 1st and there were selected service reductions (WT 1/87) including elimination of Line 17 and selected weekday and weekend trips on a number of RTA bus lines. The new budget will be only about $100,000 more than this past years budget because of the service reductions and resultant cost savings.



ANTELOPE VALLEY AIRPORT EXPRESS, INC. (AVAE)

LANCASTER: AVAE has filed an application with the Public Utilities Commission to extend its certificate to include Newhall and Burbank/Glendale/Pasadena Airport and to be able to provide on call service between Lancaster and Burbank and BGA Airport and Los Angeles International Airport. Dates for any public hearings have yet to be set.

* JULY 1987 WESTERN TRANSIT

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LTR)

LAS VEGAS: LTR recently cut the schedule from two trips per day to one trip per day between Reno and Las Vegas (WT 4/87). This change caused overloads on the one trip and often the bus would arrive in Las Vegas or Reno with a full seated load and passengers either turned away (at remote desert communities) or with passengers standing those long miles between towns. The company has reinstated the second trip between Reno and Las Vegas. Package express remains very heavy on the route with all three bins being full.

TEXAS BUS LINES (TBL)

AUSTIN: TBL recently doubled service between Houston and Clute from two round trips per day to four round trips per day and extended service from Clute into Freeport, a five minute ride.

BUTTERFIELD STAGE LINES (BSL)

DOUGLAS, AZ: Effective May 1st service between Douglas, Arizona and Tucson was increased from two round trips to three round trips with the addition of a non stop two hour and fifteen minute schedule against a three hour and thirty minute schedule (via Bisbee, Sierra Vista and Tucson Airport).

VALLEY RETRIEVER (VT)

CORVALLIS, OR: A new service is listed in the July 1987 Russell's Guide. VT is listed as operating between Newport and Corvallis, Oregon with two round trips every day except that there is only one round trip on Saturday.

ROCKY MOUNTAIN STAGE, INC. (RMS)

DURANGO, CO: RMS is now showing additional service between Durango and Chama, New Mexico in the form of one daily round trip. The regular service between Durango, Farmington and Pueblo remains. Extended service, due to begin during July, will operate between Durango and Flagstaff, Arizona.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Two political actions recently occurred aimed at the start up of a proposed light rail system linking downtown Denver and the Denver Technological Center and eventually on to northern Douglas County. Colorado Governor Roy Romer signed HB 1289 creating the Transit Construction Authority to begin the start up work for the eventual $800 million, 17 mile LRS. At the same time the Urban Mass Transit Administration announced a $1 million grant for the authority. RTD, which operates the bus system in the metropolitan Denver area, is required to prepare a rapid transit system proposal covering the other suburban corridors by next January 1st.

AMERICA WEST AIRLINES (AWA)

PHOENIX: AWA started its second "bus line" on May 20th with the inauguration of service between Phoenix Sky Harbor Airport and Mesa with its terminal in the shopping center across from the Ramada Renaissance Hotel. Nine daily round trips are operated departing Mesa 650AM and every one hour, forty minutes until the last Mesa departure at 810PM. At Sky Harbor Airport the buses load at AWA Gate 30 which is actually on the airport runways, but where only surface vehicles operate. For over one year AWA using WESTERN GREYHOUND LINES MC-9 buses but painted for AWA has been operating "Careliner" service between Scottsdale at the Embassy Suites Hotel on Scottsdale Road and Sky Harbor Airport providing seventeen round trips daily. Passengers are requested to make their bus reservations when they book their flight and tickets are sold beginning or ending in Mesa or Scottsdale.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Riverside Transit Agency	4001-4004	GMC	T8020G/HV824784-4751	
Stockton MTD	1829-1845	GMC	T7060G/HV824838-4854	
Montebello Municipal Bus Lines	9346-9351	GMC	T8020G/HV824072-4077	
Tulsa Transit	(8601-8619	Flxible	35096-6T/GD0972G7-315	
	(8701-8711	Flxible	35096-6T/HD098278-288	
Regional Trnsp Dist (Denver)	(5001-5167	Neoplan	AN44OA/GL0134435-13601	
	(1501	Neoplan	AN34OA/HL013293	
	(1502-1511	Neoplan	AN34OA/HL013311-13320	
	(1512	Neoplan	AN34OA/HL013302	
	(1513-1528	Neoplan	AN34OA/HL013305-13310	
Amtravel	592	Neoplan	N116-3/HS713542	
Butte County Transit	010-011	Gillig	4096TB6V02/H1081707-708	Fleet Nos.
Royal Hyway Tours	101-110	MCI	96A3/FP0401734-40182	
Preferred Charter	8709	MCI	102A3/HP0411007	
-SCHOOL BUSES-				
Tulare Joint Unified Sch Dist	7	Gillig	37SB/G1030030	
Los Angeles Unified Sch Dist	6001-6075	Gillig	6V02TA13/G1030101-175	
-USED-				
Amtravel	550	TMC	MC8/T57-626 S1349	GL 1006
Ernies Tours	80	GMC	P8M4108A/222	Vista Chtr -
Travis Express, Inc.	423	GMC	H8H6404/0095	All West Tours
-DISPOSITIONS-				
Golden Gate Transit	604	GMC	T8H5305A/0844	to Red & Tan 500
Gray Line of Los Angeles	5308	GMC	S8M5303A/236	to Red & Tan -
AC Transit	318,320, 333,350,358	GMC	TDH5304/4744,476, 967,1549,1557	to Columbia MO Trnst System

Two readers sent in information that Kansas City Area Transportation Authority 919, VIN 824097, was the final RTS bus off the production line at Pontiac, Michigan.

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WT STAFF

Editor — Edmund Buckley

Senior Staff — Warren F. Quon, John McKane, Bob Burrowes

Reporters — Craig Barnes, Robert Higginbotham, John Hoschek, Marvin Martin, Richard Petzoldt, Ed Von Nordeck

WTS OFFICERS

Editorial Address — 1506 W. Nottingham Lane, Anaheim CA 92802

Meeting Location — 272 Alpine Street, Pasadena CA 91106, 2nd Sunday at 730PM

Remember to send in items of interest to WT from your area bus systems

Support WTS activities including meetings and periodic excursions