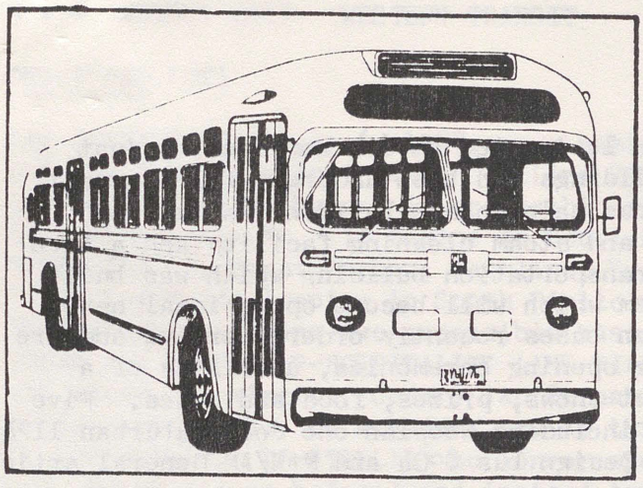


Western Transit

Monthly Publication of The Western Transit Society

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TRAILWAYS LINES, INC. (TWI)

DALLAS, TEXAS: GLI Acqusition Company, an indirect, wholly owned subsidiary of GLI Holding Company, which indirectly controls the GREYHOUND LINES, INC. carriers, has filed application with the Interstate Commerce Commission to purchase all the interstate and intrastate operating authorities of TWI together with its principal operating assets. TWI operates as a motor common carrier of passengers in interstate commerce pursuant to MC-109780 and subnumbers which embrace nationwide authority to conduct charter and special operations and to transport package express and regular route authorities in the States described. TWI holds interstate authority and currently operates in AL, AZ, AR, CA, CO, DE, FL, GA, IL, IN, KS, KY, LA, MD, MS, MO, NE, NJ, NM, NY, NC, OH, OK, PA, SC, TN, TX, UT, VA, WV and DC. It also holds authority that is presently not operated - CT, IA, MA, MI, MT, NE, OR, SD, WA and WY. TWI holds intrastate in thirty three states. GLI has proposed to purchase from Trailways 450 buses, 17 real estate parcels (generally garages and terminals), Eagle International, Inc., all stock of non carrier TRAILWAYS COMMUTER TRANSIT, all assets of noncarrier Trailways Food Service and other miscellaneous equipment and proprietary rights including the trade names "Eagle" and "Trailways". The proposed acquisition also includes such leased assets as between 100 and 200 more buses and 28 additional garages and terminals and such subleased assets as 20 additional buses and 65 terminals or real estate parcels. The application has been published in the Federal Register and comments are to be filed by September 22nd. Greyhound chairman and president Fred Currey has indicated that the new owners would begin as aggresive campaign of efficiencies to allow the combined company to be profitable immediately. GLI will offer employment to all active TWI drivers under the terms of the GL/Amalgamated Transit Union contract and to nearly all salaried and hourly personnel. The maintenance work force was to be reduced by 25 per cent and jobs were not offered to TWI senior management. Under the agreement about 5 per cent or 41,600 scheduled miles of service were to be eliminated on August 5th. In California August 5th saw elimination of most TWI service in the San Joaquin Valley with one round trip remaining between San Francisco and Los Angeles (overnight each way) and one daily daylight round trip between Los Angeles and Sacramento (with connections north and east with PACIFIC TRAILWAYS). All buses of TWI and WGL now use the Greyhound Station in Modesto and the former regional office at 1501 South Central in Los Angeles plus the garage have been closed with operations transferred to the WGL garage at 7th and Lawrence. (Ed. Note - as readers become aware of other changes affecting TWI operations please forward same to the Editorial Office and we will advise our readers). On June 24th, with the summer schedules, an additional LOS ANGELES-SAN DIEGO-TUCSON-EL PASO round trip was added and the Anaheim Station is no longer served by buses on the SAN DIEGO-LOS ANGELES route. An additional EL PASO-DEL RIO-SAN ANTONIO-HOUSTON round trip was also added.

COMBINED WTS/WEST COAST MOTOR COACH SOCIETY BUS GARAGE TOUR OF SOUTH BAY PLANNED FOR OCT. 11TH

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: July 11th saw the dedication of Division 1, located at 6th and Central just east of downtown Los Angeles. Construction of new buildings had been underway for the past eighteen months. The division now consists of a new bus maintenance building, a fuel and vacuum station, a fare retrieval building, a bus wash and steam cleaning facility and a tire shop. The only previously existing building is the transportation building which was built in 1982. Division 1 also has a methanol fueling system which will become operational next year when the thirty methanol fueled TMC Advance Design buses recently ordered arrive and are placed into service. An open house was held including opening ceremonies, unveiling of a plaque for the division, tours of the buildings, puppet shows, prizes, food and games. Five different styles of RTD buses were on display as well including Neoplan one door suburban 1124, Neoplan transit 3559, Carpenter bus 4151, GMC Advance Design bus 8904 and MAN/AM General articulated coach 9205.

Additional Neoplan one door, lift equipped suburban buses continue to arrive. In addition to Lines 439-LOS ANGELES-LAX-REDONDO BEACH EXPRESS, 460-LOS ANGELES-NORWALK-DISNEYLAND and 462-LOS ANGELES-NORWALK-CERRITOS-HAWAIIAN GARDENS the buses are now being assigned to 444-LOS ANGELES-WEST TORRANCE-ROLLING HILLS EXPRESS, 446-LOS ANGELES-CARSON-SAN PEDRO EXPRESS and 456-LOS ANGELES-LONG BEACH FREEWAY EXPRESS, all three lines based at Division 12 in Long Beach.

In other equipment news the RTD Board has authorized issuing invitations to bid covering the sale of 59 surplus buses and authorized the transfer of eleven buses to non revenue status and to preserve them for the museum. These units include 4002 and 4008 (Flxible 411-CD-C2), 5099 (GMC TDH5303), 5193 (GMC TDH4801), 5251 (GMC TDH5301), 5300 (GMC TDH5301), 5721 (Flxible Twin F2D6V-401-1), 5800 (Flxible Twin F2D6V-401-1), 5999 (Flxible F2D6V-401-1), 6629 (GMC TDH5105) and 7103 (Flxible 111-CC-C3-1). In addition, buses 1026 and 3263 (both GMC T8H5307As) have been authorized to be scrapped.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Equipment news is also the big item for OCTD. August 3rd saw the introduction of two new Super Buses. The units actually consist of a cab over tractor and a passenger module. The tractors are Whites and the passenger units were manufactured by Capre Industries of Mexico City under license from Super Bus Associates of San Jose. The passenger modules feature 57 mostly forward facing cushioned seats, overhead parcel racks, air conditioning, roof hatches, off white interiors, electronic front and side signs, two doors, one wheel chair position. The front and rear seats are on raised platform areas with twelve seats in front and thirteen in the rear. There are two interior cameras in the passenger area, both visible by monitor in the tractor. One camera views the entire bus while the second covers the farebox area. The bus operator can talk to the passengers by means of a speaker. The buses are being used on the OCTD operated trips on Line 464-FULLERTON-LOS ANGELES PARK/RIDE (WT 7/87) and fare collection is presently pay as you enter inbound at Fullerton Park & Ride and pay as you exit outbound, also at Fullerton Park & Ride. OCTD is leasing the buses from Super Bus for a period of three years and they made be tested in different kinds of service. The tractors are numbered 7001 and 7002 while the passenger modules are 7501 and 7502. Operating practice has the combinations as 7001/7501 and 7002/7502. These vehicles are the first to appear in the new OCTD colors of white body with an orange over magenta over teel green stripe with gray below the rub rail.

The OCTD Board recently awarded a $12.7 million contract to the Gillig Corporation for purchase of 75 Gillig Phantoms, 47 passenger with wheelchair lifts for delivery during 1988. 15 will have DDA 6V92T engines and Allison transmissions, 30 will have Cummins L10 engines with Voith electronically controlled transmissions and the last 30 will feature Cummins L10 engines and ZF electronically controlled transmissions. It is expected that the new buses will replace the current 1601-1663 Flxible 45102-8-1 thirty six passenger units purchased in 1974.

* AUGUST 1987 WESTERN TRANSIT

OMNITRANS (OT)

SAN BERNARDINO: July 6, 1987 saw a number of changes in OT fixed route service including one new line, discontinuation of Line 23-SIERRA SHOPPER (a Fontana local), changes/extensions to six lines and changes in accessible service. NEW is Line 26-DOWNTOWN SAN BERNARDINO-RIVERSIDE AVENUE-RIALTO. It begins at Court and E in San Bernardino and travels via E St, 4th St, G St, 2nd St, Mount Vernon, Baseline, Eucalyptus, Walnut, Riverside, Highland, Cactus, Baseline, Riverside looping in South Rialto via San Bernardino, Pepper, Valley and Riverside. Hourly service using two accessible buses operates weekdays 630AM-730PM and Saturday between 700AM and 600PM. 9-HOSPITALITY LANE-RIALTO-SOUTH FONTANA was rerouted in Bloomington to operate along Bloomington, Cedar, San Bernardino Avenue, Sierra to Marygold, then as before to Valley and Beech. On weekdays one of three buses is now accessible and on Saturday one of two is accessible. 12-STERLING no longer operates service inside the Norton Air Force Base (peak hour trips did so before) and instead travels along Third Street. 16-SHANDIN HILLS-WEST COLTON was rerouted in downtown San Bernardino along 5th St, F Street, 4th St and E Street to Inland Center. This line and companion 15-G STREET are now lift equipped on Saturday only. 18-HIGHLAND AVENUE CROSSTOWN was extended at both ends and now operates hourly using one bus between 630AM and 530PM weekdays and 930AM-530PM on Saturday. From Highland and Western the line runs via Highland, California, 15th/Magnolia, Medical Center Dr, 16th, Western, Highland, Waterman, Gilbert, Perris Hill Park Road, Pacific, looping Del Rosa, Highland, Sterling and Pacific to Del Rosa. 21-REDLANDS-FONTANA operates as before from Redlands to Foothill and Sierra in Fontana, thence via Foothill, Seville, Cypress, Arrow, Sierra, Slover, Cherry, Mulberry and Country Club Drive to Country Village in Mira Loma (Riverside County). Hourly service operates between 600AM and 700PM. The Saturday route (hourly 830AM-630PM) operates between Sierra and Arrow (Fontana) and Country Village. The Chino loop of 62-EUCLID AVENUE-UPLAND-CHINO was revised to operate via Walnut, Mountain, Riverside, Central, Philadelphia and Mountain to Walnut. Saturday service now operates between 810AM and 610PM (was 630AM-630PM). The route of 64-CHINO-ONTARIO-SAN ANTONIO HOSPITAL remained as before but the line is now accessible (two of three buses Monday thru Saturday). Last April 1st there were a number of changes in the West Valley VAN GO Program. There are still six zones (North Upland, Rancho Cucamonga, Montclair, North Ontario, Chino and South Ontario) although they have different service hours and North Upland and Rancho Cucamonga do not have Saturday hours. The longest VAN GO operating day is 700AM-600PM. The system of timed transfers with fixed route buses was discontinued and transfers can now be made at any OT bus stop. For door to door service within one zone patrons call at least one hour ahead (there is a pre reservation zone in north and eastern Rancho Cucamonga). Courtesy zones have been expanded and VAN GO fares were increased - adult fares are now $1.50 (were 80¢) and seniors/handicapped are 75¢ (were 40¢).

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO A number of changes were made on June 21st with the introduction of the summer schedules. Line 7-UNIVERSITY AVENUE was extended from Market & Kettner (Seaport Village) via Kettner, Harbor Drive, 8th Avenue and Harbor Street to the new Hotel Intercontinental. Line 11-KENSINGTON-SOUTH SPRING VALLEY now has a weekday headway of 15 minutes with three of four trips on the Kensington leg to and from San Diego State University with the fourth trip to and from Marlborough & Hilldale. 15 and 115 were separated into two routes with each one now running half hourly on weekdays and Sunday service was instituted on 115. Line 15 is CITY OF EL CAJON and 115 is SAN DIEGO-SDSU-FLETCHER HILLS-EL CAJON. 33-IMPERIAL BEACH-OTAY MESA (a two directional loop) is no longer accessible and late night service on 36-COLLEGE AVENUE-BROADWAY-LA PRESA was discontinued. Additional buses have appeared in the red, white, blue and black colors - 609, 628, 640, 643, 649; 800 series with the silver siding now painted white include 802, 806 and 811; 800 series with silver siding are 812 and 818; 940 is the only 900 series so far and the 1000 series MAN/AMGeneral articulateds include 1002, 1003, 1008, 1013, 1036, 1039, 1042, 1043 and 1045. 1039 has been equipped with a Cummins L-10 engine for testing purposes.

SUPPORT THE SOCIETY -- SEND IN STORIES OF NEWS FROM YOUR AREA TRANSIT SYSTEMS FOR WT

McCOY'S CHARTER SERVICE (MCS)

FRESNO: MCS is a new carrier and the firm began operating two round trips per day, weekdays only, between Fresno and Yosemite National Park effective June 30th. One way fare between the extreme points is $12.00 with other fares based on distance traveled. Other points which are served include Madera Junction (Hwy 145 and Hwy 41), O'Neal's Junction, Coarsegold, Oakhurst, Bass Lake, Fish Camp. Buses depart both terminals at 600AM and 600PM for the approximate three hour trip. Package express service is also available. (Ed. Note - with the introduction of the MCS service the following questions are posed. Does YOSEMITE TRANSPORTATION SYSTEM continue to operate between Merced and Yosemite? They are not shown in Russell's Guide and the VIA CHARTER LINES service which formerly was shown operating between Merced and Yosemite is no longer indicated. However, the GREYHOUND LINES time table 623 shows YTS connections.)

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Beginning on August 3rd the City of Walnut Creek, using CCCTA buses, began offering free shuttle bus service between BART/Walnut Creek and the downtown shopping area stopping at the downtown plaza and along California Boulevard, Locust Street and North Main Street. Service operates on weekdays between 700AM and 700PM on a 10 to 12 minute headway. (Ed. Note - prior to this CCCTA 104-WALNUT CREEK BART-DOWNTOWN had been operating charging 25 cents and operated weekdays between 700AM and 730PM on headways of 7 to 10 minutes and hourly on Saturday between 940AM and 630PM.)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Earlier this summer the ACT Board adopted the revised "Deficit Reduction Plan" that will balance the FY 87/88 operating budget and establish a foundation for making future deficit problems more manageable. Elements of the plan include: saving over $3 million in curtailed non operating expenses and internal productivity improvements, reducing school day supplementary service schedules unless school systems can help fund such service, modest increases in certain passenger fares, garnering an additional $2 million in regional discretionary funds, utilizing limited amounts of Measure B revenues (transportation tax passed last November), paring $3.8 million by removing 40 to 50 commute hour buses while working to minimize impact on patrons. Possible service adjustments discussed at a July 13th public hearing include restructuring the Downtown Oakland Shuttle coupled with rerouting Line 50/76 to serve the Oak/Madison corridor, eliminating Line E local service, cancelling midday Line 33 Express and all of Line 33R-RICHMOND EXPRESS, shortening Transbay Line N-MACARTHUR to operate as far as Eastmont Mall on weekday midday, discontinuing Line 46 and reducing Sunday/Holiday service after 700PM on a number of lines. The AC Board has approved restructuring of Lines 65-ASHBY AVENUE-DWIGHT WAY and E-CLAREMONT-SAN FRANCISCO in Berkeley and Claremont (WT 4/87). Bids are presently being solicited for 29 35 foot motor coaches and 27 40 foot motor coaches which have been specified to have Lift U lift equipment and Luminator electronic headsigns.

FUN BUS SYSTEMS, INC. (FBS)

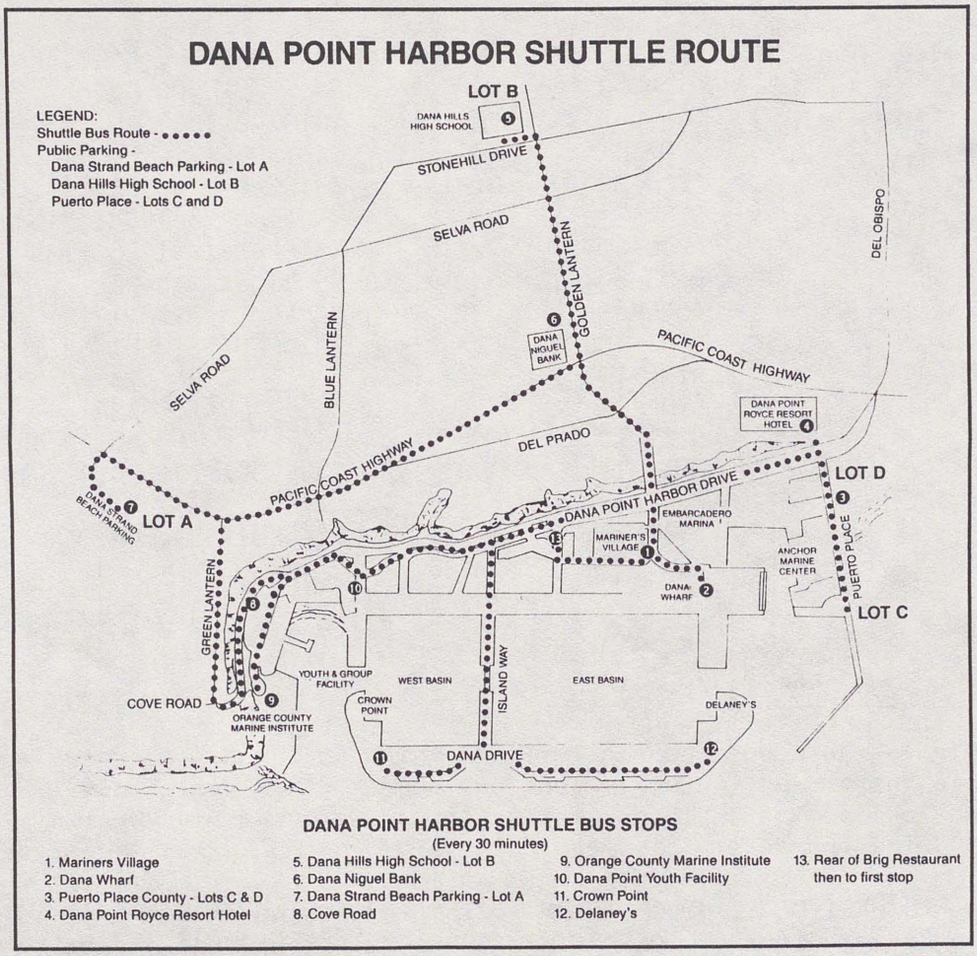
ANAHEIM: FBS AIRLINK's ORANGE COUNTY AIRPORT-DISNEYLAND route was altered on July 9th. Added as a pick up point was the Howard Johnsons in Anaheim while the only Santa Ana stop, at the Saddleback Inn on First Street, was discontinued. Half hourly headways are now being operated between about 630AM and 1200 Noon with hourly headways thereafter.

COUNTY TRANSIT SYSTEM (CTS)

POWAY: The Poway Division of CTS includes Routes 844-POWAY LOOP VIA MT. CARMEL HIGH SCHOOL and 845-POWAY LOOP VIA FLORAL & GARDEN ROAD (reverse loops basically) which are operated by COMMUNITY TRANSIT SERVICES, INC. Beginning June 23rd Saturday service, formerly hourly between 8AM and 6PM, was increased to half hourly between 10AM and 5PM on 844 and between 11AM and 6PM on 845.

DANA POINT HARBOR SHUTTLE (DPHS)

DANA POINT: DPHS is a shuttle bus program designed to ease overcrowding in the parking areas of Dana Point Harbor, Doheny State Beach and other beach areas. The one year demonstration program, sponsored by the Dana Point Harbor Association and the County of Orange began operations on July 4th and will run on weekends and major holidays only operating every half hour between 1000AM and 1000PM. The cost is $1.00 per day for unlimited riding with 50 cent discounts on purchases at participating Dana Point merchants. Riders are being encouraged to leave their autos in designated parking lots (locations 3, 5 and 7 on the route map) and use the shuttle around the harbor area. If the program succeeds, the number of buses could be increased and the program would become permanent. Bus stop signs have been installed at all the stops and flyers are available in water proof containers attached to the bus stops. LAURA'S TOURS of Orange is operating the DPHS under contract. Usually assigned is LT 805, an Econoline 350/Falcon T/A, a twenty five passenger forward facing seat unit painted two tone brown and white complete with a Duncan drop type farebox.



SANTA CLARITA VALLEY/LOS ANGELES COMMUTER SERVICE (SCV/LACS)

NEWHALL: Beginning August 1st the route of SCV/LACS was altered in downtown Los Angeles and an alternate freeway route was added. Inbound buses now use Broadway, Sunset, Spring, 1st, Hope/Flower and 6th to Spring. Outbound buses begin at 8th & Spring via 8th, Figueroa, 4th, Flower/Hope, 1st, Main, Macy/Sunset and Broadway. When the Golden State Freeway is crowded buses now operate via Golden State Freeway, Glendale Freeway, Foothill Freeway and then the Antelope Valley Freeway.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
So Calif Rapid Trnst Dist	1100-1189	Neoplan	AN44OA/HL0132?4,321-409	1 door, 47 seat
Arizona Bus Lines	142	TMC	102A3/GR005726	
Express Tours	(707,737,797	TMC	102A3/HR005?61-5?65	
	(717,785			
GLOLA-Van Nuys Flyaway	84-85	TMC	102A3/HR005?01-5?02	
Houston Metro	3090-3094	MAN	SL40/GC1?1656-660	
Los Angeles Unified Sch Dist	(6000U-6073U	Gillig	6V?2-13/G1030044-117	
	(6074U		/G1030174	
	(6075U-6081U		/G1030175-181	
	(6082U		/H1030197	
San Diego Unified Sch Dist	724-735	Gillig	3208T-15/G1030161-172	
-USED-				
Sea World-San Diego Shuttle	4212-4215	GMC	TDH5303/3044,4246, 4229,4228	TBTGIC 161,168, 165,164
Stovalls Hotel (Anaheim)	unnumb	Flxible	45102-8-1/57604	OCTD 1501
California Trails	203	MCI	MC8/S9829	WGL 7507
Royal Hyway Tours	(200-206	GrFlx	53102-8-1/?074?,829,845, 881,781,714,8?0	Houston Metro -
	(208-20?	GrFlx	53102-8-1/?1376,?1380	SMMPL 472?,4733
	(603-604	GMC	P8M4108A/213-214	orig Empire Lns
	(605-606	GMC	P8M4?05A/1738,1765	orig Empire Lns
	(701-704	Flxible	53102-8-1/60601-03,62166	AC 8001-03,07
	(706-707		/60618,20	AC 8018,20
	(709		/60625	AC 8025
	(711,12,14		/60628,2?,34	AC 8028,2?,34
	(715-719	GMC	T8H5305A/126,2?,32,31,34	GGT 726,72?, 732,731,734
	(721-724	GMC	SD44501/033,042,0444,071	AC 112,121,123, 150

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HOLLYWOOD BOWL MUSEUM SHUTTLE (HBMS)

HOLLYWOOD: This is the second season for HBMS which includes last years routing between the Hollywood Studio Museum and the Hollywood Bowl Museum, this year Route 1, and NEW Route 2 between Hollywood Bowl and an employee parking lot on Cahuenga Blvd West at 2770 North. ANTELOPE VALLEY BUS, INC. is contractor this year using AVBI #49, a 22 seat Superior Transliner.

The next joint WTS/WEST COAST MOTOR COACH SOCIETY excursion is set for Sunday October 11, 1987. Planned is a bus garage tour of LONG BEACH, TORRANCE AND GARDENA departing the WCMCM Museum at 1030AM returning about 430PM. Former SCRTD 5184 (a TDH 4801) is scheduled and a $15 donation is requested of all travelers.

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