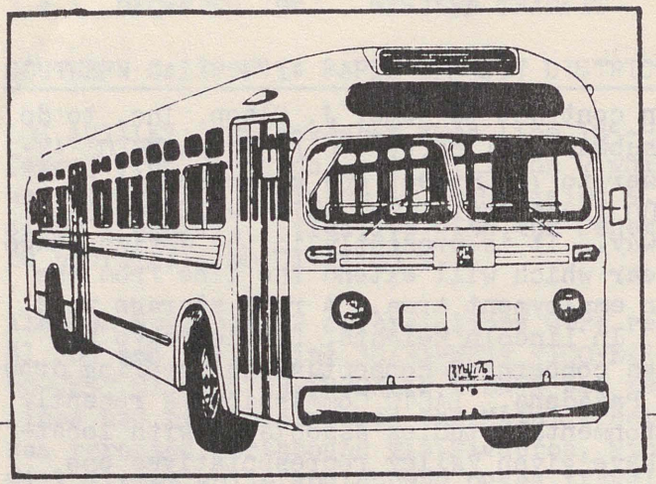


Western Transit

Monthly Publication of The Western Transit Society

VOL. 25 NO. 12 DECEMBER 1987

FOOTHILL TRANSIT (FT)

LOS ANGELES: Beginning November 2nd FT assumed operation of former SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT Lines 492-LOS ANGELES-SOUTH ARCADIA-SAN DIMAS VIA ARROW HIGHWAY and 494-LOS ANGELES-MONROVIA-GLENDORA VIA FOOTHILL BOULEVARD as the first phase of a three phase takeover of selected San Gabriel and Pomona Valley services. On December 27th the four local lines in Pomona, 192-ARROYO-SAN BERNARDINO AVE/194-WEST 9TH-ARROW HWY and 291-FOOTHILL BLVD-GAREY AVE/ 293-INDIAN HILL-RESERVOIR will change over and at a later date 495-DIAMOND BAR PARK/RIDE and 498-GLENDORA-EASTLAND PARK/RIDE will become shared operations with RTD. Morning service on Line 498 and afternoon service on Line 495 would be operated by FT with the opposite service continuing to be RTD operated (most other shared operations have functioned on the basis of alternate buses being operated by the different operators).

The County of Los Angeles is sponsoring this three year demonstration project as part of the Bus Service Continuation Project with the express services to be operated by EMBREE BUSES, INC. of Pasadena and the local lines to be operated by LAIDLAW TRANSIT, INC. A fleet of new buses, twenty one Gillig Phantoms for the express service and a fleet of eleven Econoline 350/El Dorado Falcons for the local ines, has been procured using a combination of sales tax money, federal government money and Los Angeles County Transportation Commission funds.

All eight lines will operate over the same alignments on the same schedules charging the same fares including the honoring of all RTD fare instruments including monthly passes, tokens and tickets. The County and RTD have entered into an agreement by which RTD will provide telephone information, complaint monitoring, timetable production and distribution, printing, installing and maintaining bus stop signs and decals.

The bus fleet is painted all white with a belt rail of three shades of blue with a design of mountains and the name "Foothill Transit" in lower case black colored letters.

The express buses feature 43 mostly forward facing cloth suburban seats with arm rests, individual reading lights, off white upper sides with carpeted lower sides, black colored drivers area, EEC brand front door wheelchair lifts with two wheelchair positions, kneeling feature, openable windows, push rear doors, one piece curtain headsigns, side signs, two way radios, General Fare Industries electronic fareboxes, piped in music and "Stop Requested" lights. These buses are lettered, on the lower sides,"Foothill Transit - Operated by Embree Buses, Inc., TCP 59-A, A Private Operator". The buses are numbered F200-F220, Gillig model 40102TP6V92T/ H1081929-H1081949 although only the first eight or so units were in service initially.

1988 RENEWALS OF MEMBERSHIPS AND SUBSCRIPTIONS ARE NOW BEING ACCEPTED - DONT FORGET TO RENEW

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: In September LACTC awarded a $20 million contract to Homer J. Olson, Inc. to do the tunneling required in downtown Los Angeles. The subway will carry the LONG BEACH-LOS ANGELES light rail line from approximately 12th and Flower to 7th Street and a station to be shared with Metro Rail. The CENTURY FREEWAY/EL SEGUNDO light rail line, which will be constructed in the center of the Century Freeway/Transitway. It is presently in the design stage including a three mile southward segment added last year which will extend the line from the former Aviation Boulevard terminal into the El Segundo employment area. A rail storage yard will be located at the edge of the City of Hawthorne. In Lincoln Heights, Little Tokyo and Highland Park LACTC has been holding community meetings concerning conceptual engineering drawings for a proposed rail line between Los Angeles and Pasadena. LACTC Commissioners recently voted 9 to 1 to suspend work on the $1.6 million environmental studies associated with locating a light rail line in the San Fernando Valley and have given Valley representatives one year to determine what valley route, if any, they want for the trolley or wait another ten years as the funds will be spent elsewhere in the county. A coalition of several homeowner groups lobbied and testified against locating a rail line on any of the five alignments which had been proposed.

CITY OF REDONDO BEACH (RB)

REDONDO BEACH: The Galleria Transit Terminal officially opened for business on November 8th. This terminal is located at Artesia Boulevard and Kingsdale Avenue on the west end of the Galleria At South Bay (formerly South Bay Center) attached to a five story parking structure. The terminal includes covered seating for about fifty people, an Information Kiosk and public restrooms in addition to eight bus bays. Five of these are in a turnout off Kingsdale while the other three have their own driveway. Dock 1 is served by LAWNDALE TROLLEY and THE WAVE, Docks 2 and 3 are for RTD 40-HAWTHORNE BLVD-UNION STATION and 442-CENTINELA VALLEY FREEWAY EXPRESS, Dock 4 is for 211-PRAIRIE AVENUE and Dock 5 is for 210-CRENSHAW BOULEVARD. Dock 6 houses TORRANCE Line 8-HAWTHORNE BLVD, Dock 7 is for TTS Line 2-LOS ANGELES and Dock 8 is for GARDENA Line 3-CITY OF COMPTON.

GRAVE LINE TOURS (GLT)

HOLLYWOOD: The latest sightseeing operator is GLT offering a 2½ hour tour using a converted funeral car and visiting a variety of locations of assorted Hollywood suicides, murders and scandals. Selected stops include the garage were actor Sal Mineo was murdered, the building where Marilyn Monroe posed for her famous nude calendar, the Chateau Marmont where John Belushi died of a drug overdose and numerous graves of actors and actresses. Two daily trips are currently being provided. The price of the tour is $25 and each "mourner" receives a complimentary calla lily.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA recently changed its HEMET/SAN JACINTO DIAL A RIDE system to improve service. All trips must now be reserved one day in advance. In addition, passenger eligibility now includes passengers whose origin and destination is more than ¼ quarter mile from fixed route service, if they are mobility impaired or when fixed route service is not operating. Service hours at weekdays 7AM-6PM, Saturday 9AM-5PM and Sunday 9AM-1PM. No holiday service is available. Fares are $1.25 for regular riders, 60¢ for elderly and disabled and children ride for free.

1988 RENEWALS ARE NOW DUE AND PAYABLE - SUPPORT WT BY SENDING IN STORIES FROM YOUR AREA

MONTHLY MEETINGS ARE SECOND SUNDAY AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On November 22nd Line 185-HACIENDA BLVD-IRWINDALE AVE-ARROW HIGHWAY was transferred from Division 16 to Division 9 while a portion of Line 270-MONROVIA-EL MONTE-CERRITOS was moved from Division 12 to Division 9. This line is now a shared operation between Divisions 9 and 12. Effective with the December 27th Shake Up all weekend service on the 270 will be operated from Division 9.

Also on November 22 several lines were rerouted in downtown Los Angeles - 26, 30, 31, 51, 68, 81, 83 and 351. Line 30/31-WEST PICO-EAST FIRST was rerouted via 1st, Broadway and Pico while 68-WEST WASHINGTON-BROOKLYN AVENUE was rerouted via Macy/Sunset, Broadway and Washington. Both lines had previously used the Main Street/Spring Street on way couplet. Line 81-FIGUEROA ST. was rerouted northbound via Figueroa, Ninth, Spring Street Contra Flow, North Spring, Ord and Hill Street while southbound buses travel via Hill, Ord, Spring, 8th, Hope, 11th and Figueroa. Line 83-PASADENA AVENUE-YORK BOULEVARD was rerouted between 18th Street and Sunset Boulevard via Main Street and Spring Street including the Contra Flow Lane. Lines 26-7TH-VIRGIL-FRANKLIN, 51-SAN PEDRO STREET-WEST 7TH and 351-AVALON BLVD LIMITED were rerouted to use more of 7th. Eastbound the buses travel via 7th, Union, Wilshire, Grand and 7th while westbound buses use 7th as far as Grand, then Grand, 8th, Union and 7th.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The Monterey County district attorney has filed civil charges of unfair business practices against three California bus firms accused of stranding thousands of worshipers at the Laguna Seca Raceway following the Papal Mass last September 17th. Over 70,000 people attended the outdoor mass and afterward there was a massive traffic jam and confusion over where to rendezvous with charter buses that had delivered people to the site with some people not leaving until the next morning. Thousands of passengers were never picked up and transported to the Mass including people from Sacramento, Stockton and Fresno. A five page civil complaint against the three companies including one from Sacramento that was paid $500,000 by the Monterey Diocese to assemble the bus fleet and coordinate transportation to the Mass. Also named were two Los Angeles firms that were among the companys the Sacramento carrier subcontracted with to provide buses. The lawsuit alleges that the companies "committed unfair business practices ... (and) failed to perform their obligations" by stranding passengers and by subcontracting with companies not licensed by the PUC. The lawsuit seeks damages of at least $100,000 a PUC spokesman said plus $65,000 to reimburse the Monterey Diocese for feeding and transporting those stranded after the Mass. Larry McNeely, a PUC investigator who has worked on the case said the court action is to get the attention of the industry. He also said that about twenty other firms acting as sub contractors could also face penalties. The defendants include ALL CAL TOURS, INC. of Sacramento, now called ALL WEST TOURS, a wholly owned subsidiary of Arizona Southern Bus Corp. of Phoenix; UNBROKEN CIRCLE STAGE LINES, INC. of Harbor City and OLIVER CHARTERS, INC. of Los Angeles. UCSL with four buses and OCI with two buses in turn subcontracted with other firms. UCSL owner Richard Zacher said that he provided 57 more buses and that eventually all buses brought their passengers back. The PUC representative has said that Zacher's firm did not have state authority but Zacher said they have a cancelled check as proof of renewal of both its sightseeing and charter certificates. OCI owner Ruby Oliver said that her company has Interstate Commerce Commission authority between Southern California and Las Vegas, but that she did not have intrastate authority which the state says was needed for the Monterey charters.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: A major construction project conducted by the City of San Diego to improve Broadway began October 26th and has caused extensive bus detours of all bus lines traveling eastbound between 6th and 13th Avenues such that all buses now travel on E Street (one block south) with all westbound buses continuing to use Broadway until the street reconstruction affects that side of the street beginning mid 1988.

LONG BEACH TRANSIT/CITY OF LOS ANGELES

LONG BEACH: LBT and the City of Los Angeles, Department of Transportation (LADOT) have requested proposals from qualified firms for the management and operation of fixed route service between Long Beach, Terminal Island and San Pedro. LBT is serving as the designated liasion with regard to the RFP, administration of the contract and operation of the service. LBT will lease to the contractor the buses necessary (three 35 foot and three 40 foot RTS buses) to provide this service. The service has been named HARBOR SHUTTLE and will consist of two routes, 141 between Long Beach and Long Beach Naval Station and 142 between Long Beach and San Pedro. The 141 and 142 will replace the present SAN PEDRO TRANSPORT and LBT Line 14-WEST OCEAN BLVD. The contractor would be responsible for all work required to make the service operational by February 7, 1988 including operation of the service, executive and administrative management, employee recruitment, training and supervision, maintenance of vehicles, provision of an operating base and provision of two way radios and fareboxes for the leased LBT buses. LBT would continue to provide supplemental peak hour service to the Long Beach Naval Station and Todd Shipyards in San Pedro. In addition, LBT may provide trippers and relay buses which may be required during periods of increased activity at the Naval Station which service would operate independently from the 141/142 service. Four firms submitted bids for this service, but at press time the contract had yet to be awarded. Bidders included GREYHOUND LINES, INC., TRANSIT CONTRACTORS, INC., MCDONALD TRANSIT ASSOCIATES and HARBOR SHUTTLE SERVICES, in effect a subsidiary of LONG BEACH TRANSIT.

LOUNGE CAR TOURS, INC. (LCT)

CULVER CITY: LCT has filed an application with the Public Utilities Commission to operate between Los Angeles International Airport and Buena Park and Anaheim (currently operated) and between Buena Park, Anaheim and Orange County Airport (new). LCT presently conducts operations pursuant to authority granted to it by the Interstate Commerce Commission in Decision No. MC-153325, Sub No. 2 decided in October 1984. This decision allows LCT to operate inter alia as a common carrier by motor vehicle in intrastate commerce over regular routes including those being sought. A dispute has arisen between LCT, its competitors and the PUC staff over the nature and scope of the federal authority for intrastate service. LCT is seeking state issued intrastate authority to moot the dispute. The existing LOS ANGELES AIRPORT-BUENA PARK-DISNEYLAND route, schedules and fares would be retained. Added would be eighteen round trips between Buena Park, Disneyland and Orange County Airport between 430AM and 930PM. Adult fares would be $5.00 one way and $8.00 round trip while childrens fares would be $2.50 and $4.00.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

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

ANTELOPE VALLEY AIRPORT EXPRESS, INC. has been authorized to extend its psc to points between Newhall and Burbank/Glendale/Pasadena Airport and provide on call service between Lancaster and Burbank, et al, airports.

LAKE COUNTY TRANSIT, INC. has been authorized to extend its psc to include on call service between points of Calistoga, et al, and San Francisco.

J. H. Blizzard (EASY RIDE COMMUTE) has been granted a home to work psc between points in Solano County and United Airlines Maintenance Base at San Francisco International Airport.

W H Weggers et al (SHASTA SKYHAWK) has applied for authority to incorporate as SHASTA SKYHAWK, INC.

SANTA BARBARA AIRBUS has filed to extend its psc to include door to door services in authorized service area.

The PUC will soon be issuing a decision on a similar application by GREAT AMERICAN STAGELINE, INC.

* DECEMBER 1987 WESTERN TRANSIT

AY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: On November 5th, in a last minute switch, BARTD Directors voted to reject all bids for a new express bus service contract which had the effect of allowing AC TRANSIT to continue operating the service rather than give the contract to a nonunion private firm. After the meeting BART Director Arlo Hale Smith of San Francisco said that the Board had been lobbied by the transit unions and labor officials. Although BART President Margaret Pryor of Oakland warned that the federal government has been pressuring BART to cut costs and emphasize a federal policy calling for turning over some transit operations to less costly private firms she voted with six others to reject the bids and remain with ACT for at least one more year. Until the vote it appeared that DAVE SYSTEMS, INC. which had offered a bid of $47.44 per service hour or $2.8 million per year would secure the contract. Two other private firms had bid - AMERICAN TRANSIT CORPORATION at $52.25 an hour ($3.1 million annually) and ATE MANAGEMENT & SERVICE COMPANY at $52.44 per hour ($3.1 million per year). ACT revised its original $72.31 per hour rate downward to $55.30 per hour. Several pro ACT speakers said that the private firms were able to out bid ACT because they plan to pay bus operators between $5.75 and $7.00 per hour. Additionally, ACT Director Peter Smith warned BART Directors that 62 ACT employees, sixty five per cent of them women or minorities, would lose their jobs if the changeover were to occur. ACT will continue to operate the BART Express bus lines under its old contract of $65.55 per hour or $3.9 million annually.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Recently ACT Directors voted to hire an outside consultant whose responsibilities would include advising the board on replacing the present ACT executive management staff as well as hiring and firing workers. Earlier in November several East Bay state legislators saying they feared the district would go bankrupt threatened to appoint a trustee to run the agency. Directors said that they hoped to avoid a state takeover by hiring a consultant by the end of the year. Faced with a possible $6 million budget deficit the ACT Board has tentatively approved a new austerity program including sharp reductions in transbay bus lines, layoffs of fifty employees and a five cent increase in local bus fares. The seven point budget reduction plan would save about $3 million and increase revenues by $1 million which amount the Metropolitan Transportation Commission has agreed to provide if the district agreed to raise its basic fare from 75¢ to 80¢. Other elements of the plan include a ten cent transfer charge, severly restricting the hours that student passes could be used and changes to trans bay lines. These include elimination of Line A-OAKLAND-SAN FRANCISCO during the day, K-HAVENS-COURT during non commute hours, reducing headways on F-BERKELEY and phasing out R-HAYWARD. Other administrative policy changes are also planned and a public hearing was scheduled for November 24th for continued discussions.

EUREKA TRANSIT SYSTEM (ETS)

EUREKA: ETS has switched from a 45 minute headway to an hourly headway on the four route local system within the city. While this will make it possible for regular riders to remember when the buses will be passing a given point this also makes better connections with the HUMBOLDT TRANSIT AUTHORITY buses on its TRINIDAD-EUREKA-SCOTIA route. The BLUE route was also realigned to serve the new Bayshore Mall and a K Mart store. A new 30 passenger transit bus has been ordered from the Gillig Corporation at a cost of $141,081.70. Present fleet includes four Bluebirds, one Argosy and one Gillig Phantom.

HUMBOLDT TRANSIT AUTHORITY (HTA)

EUREKA: HTA has experienced a decrease in ridership on its one route, TRINIDAD-EUREKA-SCOTIA, and has reduced some of its service. HTA has started a new bus service to the Bingo Parlor in Trinidad. The parlor, located on an Indian Rancheria, is about .7 mile off the regular route and the Bingo Parlor operators have entered into an agreement to pay for the service. Present fleet includes seven Gillig Phantoms, two cut down TDH 4517s and three 35 foot GMC New Looks as stand by units. A grant application for two new buses is being prepared.

SAN GABRIEL VALLEY TRANSPORTATION ZONE (SGVTZ)

LOS ANGELES: In a surprise vote the LACTC voted 8 to ? with one absent to create the SGVTZ The December 3rd vote capped months of fierce debate over the concept of turning over public transit agency operated services to private sector firms (WT 3/87, 4/87, 10/87). The proposal has been trimmed from 26 to 20 cities (Alhambra, South Pasadena, Monterey Park, Rosemead, San Marino and Sierra Madre in addition to Pasadena which never voted itself in). The smaller zone will include fourteen of the fifty six RTD lines in the San Gabriel Valley and would require 111 peak hour buses. Zone proponents claim that reduced management and labor costs of the zone would mean that the agency could provide service at 35 per cent less cost than RTD. RTD officials claim that creation of the new agency will cost millions of dollars and result in worse service elsewhere because of distribution of funding. Representatives of the United Transportation Union representing bus operators and the Amalgamated Transit Union representing maintenance workers have both stated that the zone creation will have a tremendous adverse effect on present employees and they have indicated that court action will be taken to prevent the change. RTD officials have indicated that upon full operation of the zone that Division 16 in Pomona would be closed and all employees necessarily reassigned. It is expected that the new FOOTHILL TRANSIT will be expanded and initially use the same fares, routes and operating schedules with RTD continuing to provide public information and certain other support services. Based upon present information it appears that present RTD Lines 170, 178, 185, 264, 274, 276, 280, 480, 481, 482, 486, 488, 495 and 498 would be assigned to SGVTZ in addition to Lines 192, 194, 291, 293, 492 and 494 which are presently being taken over.

THE CARSON CURCUIT (TCC)

CARSON: TCC now has an eighth bus route and a new fleet. Transit Contractors is still operating the service under direction of the City of Carson Department of Public Works. The NEW buses are #814-820, Ford Econoline 350/Diamonds painted white with blue stripes and black window effect. They feature 25 forward facing brown fibreglass seats with padded inserts, off white interiors, brown drivers area, Diamond fareboxes, two way radios and headsigns. At least three of the former WHITTIER TRANSIT Econoline/Escort IIs (#701-703) have also being repainted and relettered for TCC. Line A-CAL STATE DOMINGUEZ was realigned when NEW H-AVALON PARK was inaugurated. A now operates from Carson Mall via Avalon, Victoria, Rainsbury, Haxby, Sandlake, Bitterlake, Amantha, Radbard, Central, Victoria, Wall Street, 184th Street and Avalon. H also originates at the Carson Mall and travels into the northern part of the city via Avalon, Gardena Blvd, Claude, McKinlay, Nordby, Wallot, 163rd, McKinlay, Claude, Gardena, Avalon, 169 th Street, Billings, Walnut and Avalon.

FUN BUS SYSTEMS, INC. (FBS)

ANAHEIM: November 16th brought a number of routing and service changes. LAX-PASADENA was extended from Pasadena to Monrovia at the Holiday Inn Hotel with three daily round trips. On LAX-DOWNTOWN LOS ANGELES night service was adjusted so that the last trip departs Los Angeles International Airport at 830PM and Los Angeles Greyhound Terminal at 1010PM. The two route HOLLYWOOD line was changed into three routes, Hollywood/Universal City, Westwood/Beverly Hills and Wilshire District.approximating routes in effect until about two years ago. Each operates on about a two hour headway. LAX-HOLLYWOOD serves Farmers Market, Hollywood Roosevelt, Holiday Inn and Universal Sheraton. LAX-WESTWOOD-BEVERLY HILLS serves Westwood Holiday Inn, Beverly Hilton and Century Plaza Hotel. LAX-WILSHIRE DISTRICT serves Sheraton Towne House, Ambassador Hotel and Hyatt Wilshire.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: During January OCTD will be sending out Request For Proposals for operation of current 701-HUNTINGTON BEACH-LOS ANGELES as well as the SCRTD operated trips on 464-FULLERTON-LOS ANGELES PARK/RIDE (sponsored by OCTD and operated by RTD) to be known as 721. This would be for a three year period beginning July 1, 1988. Prospective bidders could offer bids on one line or both.

* DECEMBER 1987 WESTERN TRANSIT

CITY OF PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: Several changes were recently introduced in Phoenix including expansion of evening service until about 10PM on nine selected lines, creation of a reduced fare area downtown and introduction of a new crosstown route on Buckeye Road. A new Central Area with a fare of 25¢ per ride replaced the 25¢ fare on Line 0-CENTRAL and 00-CAPITOL. The reduced fare is valid on all local lines running in the designated area between 9AM and 3PM while at other times regular fares were charged. A new Line 13-BUCKEYE ROAD replaced service formerly provided on three other routes in the area. Line 13 now operates to/from Phoenix Airport every half hour and serves as a major crosstown route in the southern portion of town. Weekday Dial A Ride service has been introduced into northwest Phoenix. North Phoenix is divided into two zones, Deer Valley and Paradise Valley, and service is operated in the Phoenix portion of the zone. DAR operates weekdays between 630AM and 700PM using wheelchair lift equipped vans.

AMERICA WEST AIRLINES (AWA)

PHOENIX: On November 1st AWA changed many of its flight schedules including establsihment of 45 and 90 minute headways on many of the corridors to/from Phoenix. AWA Careliner bus service was also rescheduled. PHOENIX-MESA now operates every two hours departing Mesa between 630AM and 1030PM and departing Sky Harbor Airport between 730AM and 1130PM. PHOENIX-SCOTTSDALE buses operate once an hour leaving Scottsdale between 700AM and 1100PM and leaving Sky Harbor Airport beginning 800AM with the last trip at 1200 midnight.

NAVA-HOPI TOURS (NHT)

FLAGSTAFF: NHT suspended service between Grand Canyon and Williams beginning September 5th. With the Williams agency closing and long haul buses running several hours late this summer there was no place for passengers to wait so that NHT and GREYHOUND LINES agreet that Flagstaff should be used. Service may resume next summer and could again be through service as a joint NHT/GL operation. NHT is operating two round trips between the Grand Canyon and Flagstaff this winter. Ridership to/from Grand Canyon was very heavy this summer and continues during the fall. Transfers between NHT and AMTRAK have been increasing over the past years as TRAILWAYS and GREYHOUND ridership has dropped.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The November 5th election finally brought a favorable vote on the establishment of a one half cent sales tax to finance a new city transit department. The final vote was 16,057 to 15,988. The sales tax will generate about $11 million a year and will more than replace the property tax income which will now be reduced. The tax will start to be collected beginning next April 1st and plans are afoot to restore holiday service and implement selected night service, establish a new downtown circulator using trolley type vehicles and establishment of a major transfer point at Cielo Vista Mall.

TRAILWAYS LINES, INC. (TWI)

DALLAS: Beginning October 25th the one daily LOS ANGELES-SACRAMENTO round trip and the CASCADE TRAILWAYS operated SEATTLE-SACRAMENTO round trip were combined into a Los Angeles-Seattle schedule and between Sacramento and Red Bluff was rerouted via Woodland, Williams, Willows, Orland and Corning. Elsewhere in the TWI system all trips were renumbered, some comparable to GREYHOUND LINES trips on the same route but with others numbered quite differently.

GREYHOUND LINES, INC. (GLI)

DALLAS: On October 25th all SAN FRANCISCO-SACRAMENTO LOCAL and SAN FRANCISCO-VALLEJO-CALISTOGA trips no longer serve San Francisco's Trans Bay Terminal while LOS ANGELES-SAN DIEGO-TIJUANA express service was increased to hourly between 600AM and 600PM with two additional evening round trips.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Community Transit (WA)	750-757	Gillig	4096TR6V92T/H1081803-810	
Pullman Transit (WA)	unkn	Gillig	3096TR6V92T/H1081918	
Foothill Transit	F200-F220	Gillig	40102TR6V92T/H1081929-949	43 pax, lifts
Denver RTD	5201-5305	Neoplan	AN440/HL013531-635	
Roaring Fork Transit Auth	(311-315	Neoplan	AN440A/DL013632-636	
	(316-326	Neoplan	AN440A/EL013495-505	
United Charter Service	812	Neoplan	N213/828456	
LTR Charters & Tours	(405	TMC	102A3/GR005475	
	(417-418	TMC	96A3/GR005633-634	
Hot Dogger Tours	521	TMC	102A3/GR005606	
Arizona Bus Lines	142	TMC	102A3/GR005726	
Nava Hopi Tours	96	TMC	96A3/FR005181	
Golden Gate Transit	(403-421	MCI	102A3/HP0441209,12,13,16,17,	
	(		20-21,24-25,28-29,	
	(		32-33,36-37,40-41,	
	(		44-45	
Billings MET Transit	1843-1844	GMC	T7020G/HV824752-53	
Butte-Silver Bow Transit	(025,027-030	Orion	01.502/C6020554,59,64,66,69,57	
	(036			
THE BUS (Honolulu)	501-533	Scania	CN112/HC098132-164	First of 94
VIA Charter Lines	93	Van Hool	T815/H2015790	
Transit Contractors	101-105	Intl	1800/Thomas	32/48 seats
SAMTRANS	(II200-218	Ford/Natl	E58PT/GHC44656,639,655,642,	
	(		640,654,641,653,	
	(		643,647,644,650,	
	(		651,645,652,646,	
	(		648,649,HHA55127	
United Charter Service	MC7, MC8	Setra	S215HDH/G1030023,0033	
Evergreen Trails	300	Prevost	2P9L/F1001037	
-USED-				
Vallejo Transit Lines	(31-32	GMC	TDH5301/2024,2040	ACT 562,578
	(33-34	GMC	TDH5304/272,268	ACT 305,301
	(35-38	GMC	TDH4519/462,469,472,467	ACT 765,772,775, 770
	(			
	(39	GMC	T6H4521A/500	LBT 4581
Las Vegas Transit System	4532,4534	GMC	T6H4523A/022,411	Tucson 7203,7312

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