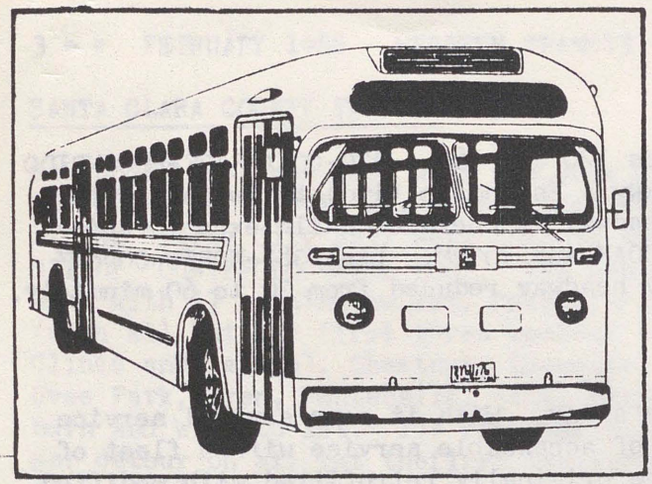


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

VOL. 26 NO. 2 FEBRUARY 1988

LONG BEACH TRANSIT (LBT)

LONG BEACH: February 7th saw the return of LBT to San Pedro and Ports-O-Call as LBT Routes 141-NAVAL STATION and 142-SAN PEDRO were inaugurated replacing former LBT 14-WEST OCEAN BLVD and SAN PEDRO TRANSPORT. Back in July 1984 LBT, under direction of the City of Long Beach, requested funding from the City of Los Angeles to continue providing service in the Terminal Island and San Pedro area. Los Angeles officials declined such funding and the service was withdrawn. It was originally replaced by SCRTD Line 148-WILMINGTON-TERMINAL ISLAND-SAN PEDRO for ninety days (WT 7/84) and beginning in October 1984 by SAN PEDRO TRANSPORT, funded by the city and operated by Transit Contractors using a fleet of Dodge Vans operating between downtown San Pdero, Terminal Island and the Long Beach Naval Base, connecting with LBT Line 1. Last year, LBT in cooperation with the City of Los Angeles and the Los Angeles County Transportation Commission offered a proposal for contracted operation of the entire Long Beach to San Pedro service. After going through the competitive bidding process a three year contract was awarded to HARBOR SHUTTLE SERVICES, in effect a subsidiary of LBT. Service operates between about 430AM and 200AM generally every twenty minutes between downtown Long Beach and the Naval Station and until about 1100PM every fourty minutes beyond to San Pedro with selected trips serving the Federal Corrections Institute on Terminal Island. The route of both 141 and 142 is the same from the Transit Mall to Naval Station (1st, Pacific, West Ocean (serving Gate 5)/Seaside, Naval Base roadways with the 141 ending at the Base and the 142 continuing via Seaside onto the Vincent Thomas Bridge, Gaffey, 7th, Harbor, 6th and Sampson Way to Ports-O-Call. Selected trips diverge via Ferry, Terminal Way, Seaside to FCI returning Seaside, Terminal Way, Earle and Seaside. The entire service has been named the HARBOR SHUTTLE and on opening day all rides were free with the rest of the first week costing only 5 cents. Balloons and buttons were also offered to passengers. First day buses were especially assigned - GMC RTS T80606 models #4488-4491 (the newest in the fleet). #4485 was also observed out as a bus operator instruction vehicle. Line 141/142 is now accessible as are several other LBT lines - 51/52/53-LONG BEACH BLVD-EAST 4TH, 101/102-CARSON-WILLOW-SPRING and 171/172/173-PCH-PALO VERDE-STUDEBAKER. Other minor changes were also made on February 7th, the effective date of the winter Shake Up.

SAN DIEGO MINI TOURS (SDMT)

SAN DIEGO: SDMT is now offering three out of area tours - DISNEYLAND EXPRESS, KNOTTS BERRY FARM and UNIVERSAL STUDIOS. The $46 tour price ($35 for Knotts) includes admission, shows and/or rides as appropriate. The tours depart San Diego at 730AM (believed to be one vehicle for all three tours with passengers routed as appropriate) with a breakfast of rolls, coffee and/or juice served enroute. The return trip begins at Universal Studios at 600PM, Knotts at 700PM and Disneyland at 730PM. SDMT's fleet consists mainly of blue and white colored Ford Econoline/Champion vehicles, both two and three axle sizes.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: On September 30th NCTD made changes to Lines 320 and 382. 320-OCEANSIDE-ESCONDIDO EXPRESS was extended from downtown Escondido (Valley Pkwy & Escondido Blvd) to North County Fair operating City Centre Parkway. A thirty minute headway is operated daily except Sunday with NEW Sunday service now provided hourly between 1000AM and 700PM. Line 382-NORTH COUNTY FAIR-ESCONDIDO VILLAGE MALL-9TH-JUNIPER had its weekday headway reduced from 30 to 60 minutely.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The System Shake Up took place on Valentine's Day. With it came several service changes including one new line and partial restoration of accessible service with a fleet of twenty five Gillig buses. Buses 4006 and 4050-4055 were originally retrofitted with modified EEC lifts in 1986. The following units have now been changed - 4012, 4014, 4026, 4028, 4038-4049, 4056, 4057 and 4526. Service changes included rerouting of Line 45-FAIRVIEW in Costa Mesa, extension of Line 56A branch on both ends - from Lampson & Knott via Lampson and Valley View to Cypress College and from 6th & Flower (Santa Ana) via Flower, Santa Ana Blvd, Fifth, Mortimer and Santa Ana Blvd to the Regional Transportation Center replacing Line 80-HUNTINGTON BEACH-SANTA ANA which was shortened to operate as far as 6th & Flower. Headways were stretched from 50 to 65 minutely. Line 56A continues to operate Monday through Friday. Line 59-GRAND/GLASSELL/KRAEMER CROSSTOWN was shortened to operate as far south as Bristol and MacArthur and then run via Bristol, Sunflower, Avenue of the Arts and Anton to Bristol. The 75A branch of 75-LAGUNA HILLS-EL TORO-SANTA ANA was changed to eliminate the Irvine Spectrum area routing and instead run via Trabuco, Lake Forest, Serrano, Ridge Route, Jeronimo, Lake Forest, Rockfield, El Toro and Paseo de Valencia to Laguna Hills Transportation Center. To replace Line 75A selected trips on 85-CAPISTRANO BEACH-SANTA ANA were changed to provide two directional trips thru the Spectrum area. In addition, the 85A segment between 6th & Flower and Newhope & McFadden was discontinued. NEW is 92-LAGUNA HILLS-MISSION VIEJO VIA MUIRLANDS which begins at LHTC and operates via Louisa, Plata, Paseo de Valencia, El Toro, Rockfield, Ridge Route, Muirlands, La Paz, Pradera and Chrisanta to La Paz. Service operates hourly 600AM-700PM Weekdays and 900AM-700PM on Saturday. The line is based at Division 7 and uses one 4500 series Gillig 35 footer. Five lines which were partially accessible are now totally accessible including 29-BEACH BOULEVARD, 47-ANAHEIM BLVD, 54-CHAPMAN AVENUE, 56-GARDEN GROVE BLVD and 64-WEST FIRST/BOLSA AVENUE. Three lines are now partially accessible - 26-YORBA LINDA, 30-ORANGETHORPE and 65-SANTA ANA-IRVINE-BALBOA. OCTD has awarded a contract for 25 Dial-A-Ride vans to National Coach Corporation in the amount of $1.5 million including electronic destination signs for 15 of the units. El Dorado Corporation and CAPRE Industries were other bidders.

SAN GABRIEL VALLEY TRANSPORTATION ZONE (SGVTZ)

POMONA: Five city managers from the San Gabriel Valley will soon begin drafting a joint powers agreement under which 20 Valley cities and the county will provide public transit services. Service on fourteen existing RTD lines would be contracted out to other firms. 495-DIAMOND BAR PARK/RIDE and 498-GLENDORA-EASTLAND PARK/RIDE are to be taken over next July. The United Transportation Union which represents RTD bus operators and the Amalgamated Transit Union which represents maintenance employees have indicated their intention to seek a restraining order against the Los Angeles County Transportation Commission's approval of the SGVTZ. Union officials have stated that their labor contracts prevent RTD from contracting out service while Supervisor Pete Schabarum, the zone's most vocal advocate, has said that LACTC authority supercedes any statutory protections which the unions have.

WEST COACH MOTOR COACH SOCIETY is sponsoring a spring excursion to Santa Barbara via Glendale, San Fernando and Santa Paula using a Silverside bus, former PACIFIC GREYHOUND LINES #319, PD4151/353 on Sunday March 13, 1988. Departure will be from the Motor Coach Museum on Valley Blvd in La Puente at 1030AM. Seats are limited and advance reservations ($15 each) are suggested. Contact WCMCS at 4086 Cody Road, Sherman Oaks, California, 91403.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: Changes made with the July 6th Sign Up were as follows: 17-GILROY LOCAL (E. Side) and 17A-GILROY LOCAL (W. Side), two interlocking loop lines (17 cw and 17A ccw) which connected at the Gilroy City Hall were changed into one large loop: 17-GILROY CLOCKWISE LOOP and 17A-GILROY COUNTERCLOCKWISE LOOP. The new route originates from a common layover point at 1st & Wren with 17 running cw 1st, Church, Ronan, Monterey Hwy, Leavesley, Murray, IOOF, Forest, 6th (with all but the first three weekday trips detouring via 6th and Camino Arroyo to the Kaiser Clinic and return), Chestnut, Luchessa, Monterey Hwy, 10th, Hanna, 6th, Princevalle, 10th, Uvas Park, Wren, Montecello, Santa Barbara, 3rd, Westwood, 1st, Morey, El Dorado, Delta, Welburn and Wren to 1st. 17A reverses this loop exactly in the ccw direction and makes the Kaiser detour on all but thefirst two morning trips. Weekday service hours are now 530AM-730PM with hourly headways on each loop as opposed to previous 30 minutely with bus needs still at 2. Saturday service is offered on 17A loop only hourly 830AM-430PM. Palo Alto local 88-VETERANS HOSP-CALIF AVE-CAL TRAIN DEPOT, also a double loop route, was changed to run both directions on Middlefield between Oregon Expwy and Colorado instead of cw on Cowper. On July 25 a special Cal Train "Garlic Express" was run from San Francisco to Gilroy Station for the annual Gilroy Garlic Festival, leaving San Francisco at 830AM with stops only at Burlingame, Belmont, Palo Alto, Mountain, Santa Clara and San Jose on the regular Cal Train commute line and at Branham Lane (So San Jose) and Morgan Hill on the 33 mile extension to Gilroy, arriving at 1045AM with return at 430PM. The train, a 1400 passenger sell out, consisted of two F40PH locomotives (#917 "Gilroy" and #902 "Sunnyvale"), 6 bilevel straight coaches and 4 bilevel control cab coaches (#4002 on the south end, contrary to normal Cal Train practice of control cabs on the north (S. F. bound) end and locomotives on the south. This was done so "Gilroy" could be spotted at the station platform of its namesake city for welcoming ceremonies, including its christening by the Mayor of Gilroy with Garlic wine. The special was sponsored by the Modern Transit Society and the Southbay Historical Railroad Society to gain public support for State Senator Henry Mello's SB 387 which would provide a weekday Gilroy-S.F. round trip commute service. In addition to underwriting the $10,000,000 insurance required by Southern Pacific for this one time trip, CT provided free shuttle service between the station and the Festival site at Christmas Hill Park. CT also offered shuttle service during the entire festival period of July 24-26 between a 100 acre parking lot at Thomas Rd & Santa Teresa Blvd and the Park. Service changes effective with the October 5th Sign Up included minor route or service changes on Lines 32, 34, 67 and 81 as well as changing the terminal loops in the Industrial Park (Palo Alto) on 103-EASTRIDGE-STANFORD IND. PK EXPRESS and 142-SO SAN JOSE-STANFORD IND. PK EXPRESS. CT accepted the northernmost segment of the Guadalupe Light Rail Line from the construction contractors on October 26th and non revenue test operation began on Tasman Drive from No. 1st to the terminal at Old Ironsides in Santa Clara, with simulated regular schedules being operated over the full Phase I section of the line from 1st & Younger to Old Ironsides. With completion of the major street reconstruction and LRT track laying on 1st and 2nd Sts for the San Jose Transit Mall, those CT bus routes which had been temporarily detoured to run on 3rd northbound/4th southbound thru the CBD (between Jackson and San Carlos) were returned to their regular 1st north/2nd southbound routings effective December 7. These inlcuded 23, 24, 33, 63, 64, 65, 66, 68, 72, 75, 81, 82, 83/83A, 85, 87, 160, 180, 301 and 302. In addition, 22-EASTRIDGE-MENLO PK was restored to Santa Clara St from its temporary detour onto San Fernando.

Friday December 11 marked the long awaited opening of the northernmost 6½ mile, 12 station segment of the Guadalupe Light Rail Line running from 1st & Younger via No. 1st and Tasman Dr. to Old Ironsides Dr. in Santa Clara (one block west of the Santa Clara Convention Ctr and Great America Amusement Park). Dedication ceremonies, attended by over 4000 invited guests, were held in a large tent erected on the Great America parking lot opposite the Convention Ctr LRT station and were followed by departure of the ceremonial first train shortly after 11 AM. County Supervisor and CT Director Rod Diridon, the prime mover of the LRT project, piloted the train, consisting of cars 801 (decorated with a large flowered wreath at the belt line), 806 and 810, thru a large simulated Christmas gift box, whose doors were swung open to allow its passage. At noon regular service began and continued until midnight with free rides for all. This free

COUNTY TRANSIT Continued

service was repeated from 6AM to midnight on Saturday and Sunday. On December 14 regular service schedules began with a special 25¢ discount fare for youths and adults which extended thru January 3, 1988. On January 4 regular CT fares were placed into effect with a special ? for 1 Family Fare offered on weekends/holidays. Tickets are dispensed at machines located on each station platform and are good for two hours of travel in any direction. Roving fare inspectors randomly board the cars to verify proof of payment and issue citations to fare evaders. Two car trains were operated during the introductory period but regular ridership during this "Orientation" phase now warrants only single units. Running time is 24 minutes and service hours are 5AM-8PM weekdays and 6AM-8PM weekends with 10 minute service (6 trains) to 6PM weekdays/530PM Saturdays and 15 minutely (4 trains) to 530PM Sundays. Service after 6PM weekdays/530PM weekends in 30 minutely (2 trains). There are also two operator signable non revenue "owl" runs which operate daily 9PM-5AM for the prupose of "burn in" and acceptance testing of newly delivered UTDC built LRVs (31 of the 801-850 series LRVs had been accepted at time of startup). The cars are assembled by UTDC and CT crews at the San Jose Steel Co plant and are trucked to the Younger St. LRT Operations Base. Extension of the line to the San Jose Transit Mall, originally scheduled for April 1988, has been changed to June due to delays in completion of the $39M Mall, and operation of the entire 20 mile line south to Santa Teresa and Oakridge Mall is not expected to start until some time in 1991. In equipment news, the CT Board has authorized the purchase of 55 TMC 40 foot RTS buses as replacement for a like number of 1978 GMC TH 8201s of the 1000-1065 series, which will be traded in for same.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The one year labor agreement between GGT and Amalgamated Transit Union 1575 representing 300 GGT bus operators expired last December 31st and after a series of last minute negotiations (major issues were wages and part time operators) the operators struck on January 25. ATU wanted a 4% pay increase this year and 4.5% next year and to hold PTOs at ten per cent of the work force. GGT offered a counter proposal on wages and wanted to increase the PTO work force to 15 per cent. After one week ATU voted to accept a two year pact with an overall 5% wage increase plus an increase in PTOs to fourteen per cent. ATU also guaranteed that a substitute driver would be provided if a regular employee calls in sick with former practice that buses often did not leave the garage when someone called in sick. Following the contract agreement GGT Directors have voted to form a committee to look into the possibility of stopping all bus and ferry service. Consideration has been going on for a few years of contracting out the ferries and the absence of severe traffic problems during the walkout has certain political factions suggesting that public transit may not be necessary any longer. GGT officials have also suggested that Marin and Sonoma counties bail out the existing system by raising taxes and taking over the buses. Marin contributes for service that operates locally within Marin County through the MARIN COUNTY TRANSIT DISTRICT. Sonoma does contribute to the GGT deficit, but has been anxious to downscope its involvement and only support the SONOMA COUNTY TRANSIT and other local programs (WT 9/87). In addition, State Senator Quentin Kopp, I-San Francisco, will soon introduce legislation to abolish the bridge district and allow the California Department of Transportation (CALTRANS) to assume operation of the bridge. A percentage of bridge tolls would be reserved for the buses and ferries and Marin and Sonoma counties would take over the bus system and subsidize it further with a new sales tax for special transit and road improvements as has recently occurred in several other counties.

LEGISLATION HELPING RAIL SERVICE

SACRAMENTO: Late last year Governor Deukmejian signed two more bills helping rail service. AB 958 (Duplissea/Costa) authorizes CALTRANS to proceed with a third daily SAN JOAQUIN train. AB 1675 (W. Brown) will appropriate $250,000 for Santa Cruz-San Jose and other feeder buses linking to the Peninsula Cal Train service. The California Bus Association was a strong lobbyist for these funds which would likely be used for continued rail-bus integration projects.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning January 11th two new bus stops along the Ventura Freeway began to be served by Lines 425-L.A.-VENTURA BLVD-WARNER CENTER EXPRESS and 427-L.A.-WARNER CENTER-CANOGA PARK EXPRESS. These stops allow patrons to use the freeway buses as well as Line 240 on Reseda Blvd and 560 on Van Nuys Blvd. The Van Nuys stops are served by both lines while only the 427 serves Reseda Blvd.

In mid January the Los Angeles County Transportation Commission rejected by a 6 to 3 vote an RTD plan to trade bus fare box revenues at a discount for Proposition A sales tax monies which are allocated to cities within the county. For every dollar in Proposition A revenues a city would have received 60¢ in fare box revenue. Prop. A monies are earmarked only for transportation projects while the other funds can be spent on any type of project.

Alan F. Pegg, RTD's recently hired Treasurer-controller, has been selected as the Acting General Manager while a nationwide search continues for a successor to John Dyer who resigned on January 31st. Pegg has indicated interest in the position permanently. Board Vice President Carmen Estrada said that two strong factors in choosing Pegg were that he represents a fresh start and that he has a background in finance which experience will be useful in determining how to erase a projected $12 million deficit this year and an expected $36 million one next year.

Samuel B. Nelson, RTD General Manager between late 1968 and October 1970 died in Palm Springs on January 24th. He was 85. Just prior to his RTD position Nelson was the State Director of Public Works, a post in which he was in charge of California's $1 billion a year freeway building program. Perhaps the most important project during Nelson's tenure was the proposal for the development and building of the San Bernardino Freeway Express Busway.

A public hearing is scheduled for February 20th to receive public comment on possible fare changes and service adjustments which would be needed in order for RTD to operate with a balanced budget. Increases in cash fares for all classes of riders as well as increases in monthly pass prices are proposed. A new Biweekly Pass at one half the cost of the monthly pass has been proposed as have the establishment of distance step charges for elderly and handicapped. In addition, peak period surcharges and establishment of zoned fares are also being suggested. Weekdays between 6AM and 9AM and between 3PM and 6PM all fares would be increased by a certain amount. Under another plan zoned fares would have Central Los Angeles in one zone, the East San Fernando Valley and West San Gabriel Valley in a second zone, the West San Fernando Valley in a third zone and San Pedro/Long Beach and the East San Gabriel Valley and Pomona Valleys in a fourth zone. A 40¢ charge would be added to the 85¢ basic rate. With regard to service changes there are four plans. In the Burbank/Riverside Drive area Line 96 would be substantially rerouted while Lines 97 and 412 would be discontinued and NEW two directional peak hour Line 414 would be added. In the North San Fernando Valley Line 169 would be rerouted and NEW 218 instituted, 152 discontinued and present 418 restructured into an all day service. In the San Pedro/Long Beach area Line 146 would be dropped, passenger restrictions on 232 dropped, 445 extended into San Pedro and NEW 447 established. In the West Los Angeles area 434 would be shortened to West L.A. Transit Center with a rerouted 439 making spot connections there and 42 rerouted to serve Fox Hills. The fare proposals could be implemented as soon as April 1st while the service changes could start on June 26th.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB recently awarded a $21 million contract to Siemens Energy and Automation, Inc. for twenty Siemens/DueWag U-2 double ended, articulated light rail vehicles which cars would be used for a six mile, $11 million Euclid to El Cajon extension of the East Line.

INCREASE THE VALUE OF THIS PUBLICATION BY SUBMITTING NEWS STORIES FROM YOUR AREA

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Applications or activities before the Commission presently include:

Application of SOLANO AIRBUS SERVICE for a certificate between points in Solano County et al and San Francisco International Airport.

Recently hearings were held on three inter-related issues involving van services at Sacramento Metropolitan Airport. A decision is expected soon. Yellow Cab Company of Sacramento (Skyline Airporter) vs P. Nicola (Downtown Shuttle) that defendant cease and desist from soliciting passengers at complainant's scheduled stops in violation of DS' "on call" authority. P. Nicola (Downtown Shuttle) vs Yellow Cab Company of Sacramento dba Skyline Airporter to cease and desist from interfering with complainant's business and harassment of its employees and operations. Yellow Cab Company of Sacramento vs H. E. Craft, Jr. (Downtown Airporter) that defendant cease and desist from soliciting passengers in violation of its "on call" operating authority. (Ed. Note - a review of Commission activities suggests that over half of the Transportation Branch's workload these days involves disputes between competing van services providing airport service).

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Expanded service on Line 423-WESTLAKE VILLAGE is under consideration in the form of an additional peak hour express trip (am inbound and pm outbound) plus rerouting the line off the Ventura Freeway to serve the Encino Park & Ride lot at Hayvenhurst. This added service would provide three Westlake trips and six (instead of three) Encino trips each weekday. The 423 is operated by LAIDLAW TRANSIT, INC. under contract to LADOT while the ENCINO PARK/RIDE is similarly operated but under a separate agreement. An April implementation date is expected.

SUPER BOWL XXII SPECIAL BUS SERVICES

SAN DIEGO: Special buses were operated on Super Bowl Sunday from twenty two locations within San Diego County by five different transit operators charging round trip fares of between $6 and $10 serving 64 different stops. 171 buses were utilized. About 15,000 people were expected to take the bus and only 8,000 of the normal 18,000 parking spaces at Jack Murphy Stadium were available for autos/vans/trucks. About 950 charter buses transporting 35,000 persons were also utilized. SAN DIEGO TRANSIT CORP, NORTH COUNTY TRANSIT DISTRICT, CHULA VISTA TRANSIT, COUNTY TRANSIT SYSTEM and NATIONAL CITY TRANSIT pooled their talent and resources for this operation.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: On February 7th service in the La Jolla, North University City and La Jolla Colony areas were changed on 30-LA JOLLA EXPRESS, 34-LA JOLLA, 41-GENESEE AVENUE and 150-UNIVERSITY CITY EXPRESS. The changes involve swapping routings and service to the VA Hospital, Scripps Hospital. 34 now has two branches - 34 serving Scripps Hospital and OCSD Housing and 34A for La Jolla Village Square and La Jolla Colony.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Inadvertantly left out of our OCTD news report (Page 2) on the February 14th System Shake Up is the suspension of Line 158-SANTA ANA-COSTA MESA VIA 17TH & HARBOR. This line was established in September 1986 and operated weekday peak hours primarily to provide additional commute service to help Lines 43-HARBOR BLVD and 60-17TH/WESTMINSTER. The ridership lull that OCTD has experienced has also included the heavy lines and this suspension is designed to match service levels with patronage demands.

PIERCE TRANSIT (PT)

TACOMA, WASH: PT recently moved to a new twenty acre headquarters site at 96th and South Tacoma Way. This new location includes four buildings including a 74,000 square foot maintenance building and a 33,000 suare foot administration and operations building. A 100 bus trail drive from the former headquarters location to the new facility took place on opening day. The new facility can accommodate up to 200 buses.

SEE TAHOE TOURS (Earl Kladstrup d/b/a/)

RENO, NEVADA: STT has petitioned the Nevada Public Service Commission for authority to sell the operation to the SIERRA NEVADA STAGE LINES, INC. STT operations cover persons and their baggage between Reno and Sparks, on the one hand, and Mt. Rose Ski Resort and Galena Resort, on the other hand.

SHOWBOAT LINES (Nevada Showboat, Inc d/b/a)

RENO, NEVADA: SL has filed an application before the Nevada PSC for authority to operate as a common carrier, on-call over irregular routes, in charter, scenic and special services between certain northwest Nevada counties, on one hand, and points and places in Nevada, on the other hand. Included in those counties are Washoe, Storey, Carson City, Douglas, Lyon and Churchill. Stipulations prohibit passengers originating in Clark County (Las Vegas) and that equipment will not be based within Clark County. Although details of SL's fleet are not available it does include several TMC/MCI parlor coaches and several Grumman Flxible 870 Advance Design coaches.

TRAILWAYS LINES, INC. (TWI)

DALLAS, TEXAS: TWI buses taken over as part of the purchase by GREYHOUND LINES have started to be renumbered into a four digit series. The buses remain in red and white, but the Greyhound running dog symbol but outlined in red is being applied to the rear of the Eagles. The fleet includes 682 buses, 664 Eagles and 18 MCIs which eighteen buses are being numbered in with GL buses. Shown below is a brief outline of the renumbering, but complete details are available in the January/February 1988 issue of MOTOR COACH AGE, available from the Motor Bus Society, P. O. Box 7058, West Trenton, New Jersey, 08628.

FLEET NOS	MODEL	YEAR(S)	NOTES
0850-0864	05 SE	mixed	Baggage combo buses
4031-34,45,55,56	MC-9	mixed	in Greyhound number series
6000-6259	05 SE	77,78,79	
6260	AE 10	1980	
6880,85-94	MC-9	mixed	to be painted in GL blue/white
7101-7112	AE-10	1980	
7135-7197	AE-10	1981	
7240-7374	AE-10	1982	
7450-7551	AE-10	82,83,84	
7552-7573	AE-10	82,83	leased to Elan Transp (Fla)
7574-7592	AE-10S	1983	
7593-7596	AE-10	82,83	leased
7671-7780	AE-10	83,84,85,86	
7850-7853	AE-15	85,86	
8101-8108	AE-10	82,83	Woodland buses
8498-8506	AE-10	85,86	DART buses

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Greyhound Lines Inc.	1000	TMC	102A3/-	1
	1707-1798	TMC	102A3/-	
	1865-1870	TMC	102A3/HR006055-060	
	1871-1875	TMC	102A3/HR006070-074	
	1879-1887	TMC	102A3/HR006079-090	
	1888-1891	TMC	102A3/HR006096-107	
	2000-2002	TMC	102A3/HR006108-110	
	2003-2019	TMC	102A3/HR006116-132	
	2020-2026	TMC	102A3/HR006145-151	
	2027-2048	TMC	102A3/HR006154-175	
	2049-2153	TMC	102A3/-	
	7000-7049	TMC	102A3/-	
-USED-				
Transportes Intercalifornia	2-3	B&C	05-SE/9490,9266	2
Yellow & Pink Bus Lines	176-177	Flxible	111-CD-D06-1/56729,56731	3
Peerless Stages Inc.	346	MCI	MC-8/S13172 U32657	4
	347	MCI	MC-8/S13148 U32662	4
	348	GMC	S8M-5303A/002	4
	349	GMC	TDM-5301/023	4
	350-351	MCI	MC-9/BP036086,085	4
-DISPOSITIONS-				
County Transit (San Jose)	4704,4707	GMC	TDH-5301/2199,2202	5
	4710,4711	GMC	TDH-5301/2205,2206	5
	4712	GMC	TDH-5303/3116	5
	4800	GMC	TDH-5301/766	5
	4803,06,11	GMC	TDH-5302/526,747,716	5
Peerless Stages Inc.	304,05,18,20	GMC	TDM-5103/012,022,001,013	6
	321,24-26	GMC	TDM-4801/006,031,061,066	6
Regional Transit (Sacramento)	4903,4905	Flxible	111-CC-D06-1/57298,57300	7
	4912,4914	Flxible	111-CC-D06-1/57307,57309	7
	4950	Flxible	53102-8-1/60293	7
	4902,4911	Flxible	111-CC-D06-1/57297,57306	8
	4913,17,18	Flxible	111-CC-D06-1/57308,312,313	8
	4920-4921	Flxible	111-CC-D06-1/57315-316	8

-NOTES-

1. Greyhound 1300 (TMC 96A3/ER005004) has been specially painted for and is traveling around the country as part of the 1988 Harlem Globetrotters World Tour.
2. 2-Trailways Dixie Lines 12563, 3-American Buslines Inc.-Eastern 29549.
3. MARTA 1164,1166.
4. 346-Vaca Valley Bus Lines 7702, 347-Quality Coaches 90, 348-Eastshore Lines 464, 349-Amador Stage Lines 5522, 350,351-Americoach 342,341.
5. To National Coach Sales.
6. To Private Party.
7. To Capitol Bus Sales.
8. For Sale.

# # # # # # # # # # # # # # # # # #

Long time WTS member Frank Thompson of Los Angeles passed away on January 28, 1988. One of the founding members of WTS (#9), Frank was a retired SCRTD Bus operator.

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