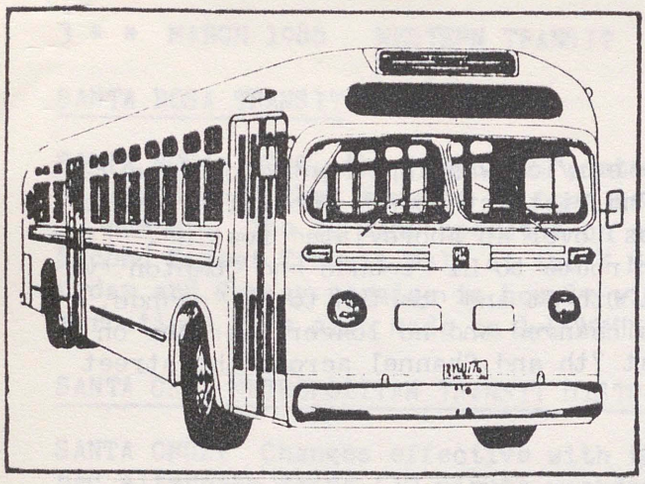


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

VOL. 26 NO. 3 MARCH 1988

CHULA VISTA TRANSIT (CVT)

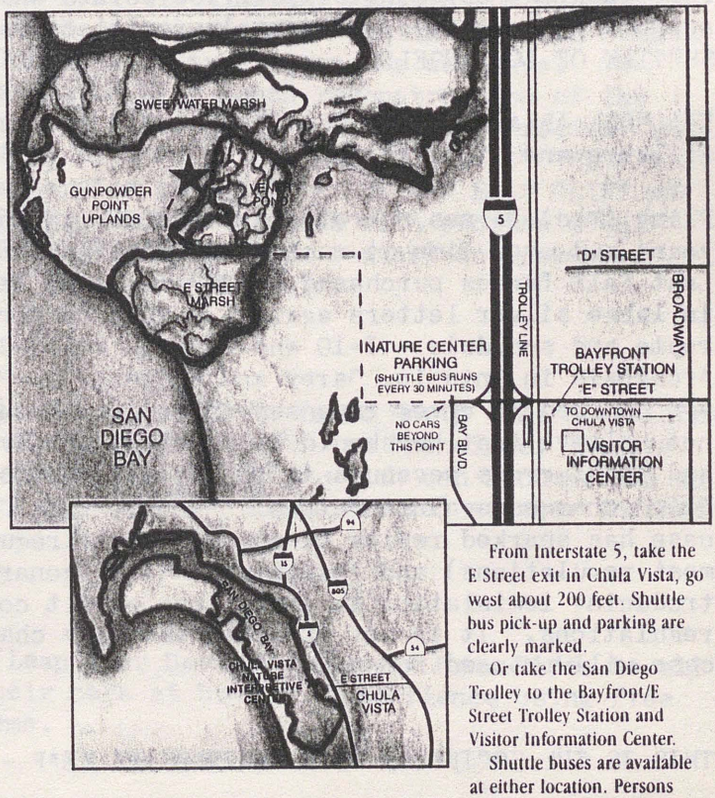
CHULA VISTA: During December CVT inaugurated a new route, 708-NATURE CENTER SHUTTLE, which operates between the San Diego Trolley Bayfront/E Street Station and the newly opened Chula Vista Nature Interpretive Center. The Center, overlooking one of the few remaining salt marsh habitats on the Pacific Coast, offers a rare look into the natural history and ecology of California wetlands. The 708 operates from the Bayfront Station via station roadways, Woodlawn, E Street to Bay Boulevard diverting into a shuttle park and ride lot returning to E Street which is renamed Nature Center Access Road and is basically a gravel road from the gate to the Center. Line 708 operates Tuesday through Sunday except holidays between 1000AM and 530PM on a thirty minute headway using one bus, either Flxette 012 or 013. Only round trip fares are charged with those under 17 free and 50 cents for all others. Line 708 accepts transfers but does not issue any.

FUN BUS SYSTEMS, INC. (FBS)

ANAHEIM: FBS' LOS ANGELES AIRPORT-SOUTH-COAST route was reduced in scope last November 16th and now serves Orange County Airport, Irvine Hilton & Towers, Westin South Coast Plaza Hotel and LAX with service to Newport Beach and Long Beach Municipal Airport discontinued. Ten, rather than nine, round trips are now operated and fares of $13 remained.

SOUTH COAST PLAZA SHUTTLE (SCPS)

ANAHEIM: Both the NEWPORT BEACH/IRVINE and DISNEYLAND AREA SMALLER HOTELS shoppers shuttles are now charging $5 round trip fares rather than one way prices and the Disneyland route requires one hour advance reservations. Newport/Irvine is operating four weekday, three Saturday and two Sunday going trips with seven weekday, four Saturday and two Sunday return trips. PACIFIC COAST SIGHTSEEING TOURS operates this service under contract using Econoline 350/Escort II units painted green with gold lettering and trim.



From Interstate 5, take the E Street exit in Chula Vista, go west about 200 feet. Shuttle bus pick-up and parking are clearly marked.

Or take the San Diego Trolley to the Bayfront/E Street Trolley Station and Visitor Information Center.

Shuttle buses are available at either location. Persons eighteen and under ride free; persons over eighteen ride for 50 cents round trip.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning February 28th Saturday and Sunday service was implemented on Line 12h-EL SEGUNDO BOULEVARD using additional funds provided by 2nd District County Supervisor Hahn. Service operates hourly between 900AM and 600PM (two buses) over an abbreviated routing. From Richmond and Grand in El Segundo buses travel the regular route to El Segundo and Compton Avenue looping via El Segundo, Wilmington Avenue, 119th St/120th St and Compton to El Segundo. On the same day Line 266-LAKEWOOD/ROSEMEAD BOULEVARDS was changed and no longer operates on the grounds of Cal State Long Beach, but now terminates at 7th and Channel across the street from the Long Beach Veterans Hospital.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Shown below are recent decisions of and applications before the Commission:

BAY AREA BUS SERVICE has applied to increase passenger fares for additional revenue of $85,680 between Alameda County points and San Francisco Airport. BABS operates scheduled service between Oakland Airport, Downtown Oakland (Hyatt House) and SFO.

FRANCISCAN LINES, INC. has applied to abandon passenger bus commute service between Danville and San Francisco (Ed. Note - it is believed that this service is not presently operating).

GREAT AMERICAN STAGELINE, INC. has been granted authority to provide passenger stage door to door service in its authorized service area (WT 12/87).

Lord and Miner dba BLUE & GOLD CAR & PARATRANSIT LINES has had their passenger stage certificate between Lancaster and Victorville application dismissed.

Metropolitan Paratransit Co. Inc. dba CELEBRITY AIRPORT LIVERY has applied for a 28 per cent fare increase covering all service points and Los Angeles International Airport. The PUC has approved the deletion of certain restrictions from MPC's PSC-1316 over the protest of SUPER-SHUTTLE OF LOS ANGELES.

FILLMORE AREA TRANSIT CORP (G D Morris dba) has been authorized to abandon service between Fillmore and Simi Valley.

Pliny (Mac) Barnes operated an informal van pool between Redlands and Los Angeles for about ten years and over time it mushroomed into more than what the twelve passenger van could handle. Last fall Barnes purchased a 1977 MC-8 and lettered same "Ground Link - The Commuters Connection" in large silver letters against a blue background and began using it. Barnes has a regular route and schedule - I-10 and Ford in Redlands at 510AM, Inland Center in San Bernardino, G and Archibald in Ontario, Garey and McKinley in Pomona and ten stops in downtown Los Angeles. Fares are charged to cover expenses (some people pay up to $132 a month) and, as a result, Barnes does not believe that he should be required to have a passenger stage certificate and pay a $500 fee and 1% of gross revenues to the state. PUC officials, have investigated the matter and have filed charges against Barnes. A court trial is scheduled to begin April 5th in Ontario. The case has sparked review of current state regulations (van pools of less than 16 are exempt from most regulations) and Assemblyman Bill Leonard (R-Redlands) is studying the possibility of introducing legislation to exempt non profit commuter services from some of the more costly PUC regulations. It is not expected that any changes are likely until next year and the Barnes case will proceed for now.

THIS IS THE SOCIETY'S 25TH ANNIVERSARY YEAR - WATCH FOR INFORMATION ON UPCOMING EVENTS

INCREASE THE VALUE OF WESTERN TRANSIT BY SUBMITTING NEWS STORIES FROM YOUR LOCAL AREA

* * MARC
SANTA ROSA
SANTA ROSA

SANTA ROSA TRANSIT (SRT)

SANTA ROSA: SRT, the "CITY BUS", started a new route on February 7th - 14-MENDOCINO AVENUE. It would seem that somebne in town has triskaidekaphobia (fear of 13) as they skipped route 13 number. The 14 line operates on a half hourly headway between downtown Santa Rosa at the Second Street Transit Mall at the K Mart Shopping Center on the north side of town. On Saturday and Sunday service is hourly with service span hours on all days as 600AM-730PM. Minor reroutings were also made on 1-COMMUNITY HOSPITAL and 7-FAIRGROUNDS.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes effective with the summer schedules last June 11th included: 1-UNIVERSITY had alternate trips (30 minute weekdays/hourly nights and weekends) which normally operate from the Metro Center via Maple, Cedar and Walnut to Mission shifted to run via Pacific and Laurel to Mission, a route previously operated only by every other trip on weekends. 7-BEACH was changed to eliminate the ccw inbound Beach Hill loop from Washington via Beach, Cliff and 2nd to Washington on weekends/holidays during hours when the seasonal BEACH-MALL SHUTTLE operates over the same routing (11AM-5PM through Labor Day). 35-BOULDER CREEK inbound trips were authorized to detour off Ocean Street via Grant, Emeline, Market and Water between 945AM and 445PM to avoid heavy traffic on Ocean, which is the termination of Cal Hwy 17, the main highway between Santa Cruz and the Santa Clara Valley. 67-LIVE OAK VIA EAST CLIFF was changed to run both directions from Portola & 30th Avenue via 30th, E. Cliff and 41st to Portola and 68-LIVE OAK VIA BROADWAY was similarly changed so that all trips operate straight along Portola to 41st instead of outbound via 30th, E. Cliff and 41st. CAPITOLA BEACH SHUTTLE was seasonally expanded from weekends/holidays to daily through September 7th. Changes effective with the Fall schedules on September 3rd were: 1-UNIVERSITY restored alternate daily trips via Walnut Street (effective with start of UCSC fall semester on September 28th), 2-WESTERN DRIVE eliminated the last two evening trips from Metro Center at 850PM and 950PM on weekdays only with weekend trips still running, 3C-MISSION-NATURAL BRIDGES had the 835PM trip from Metro Center diverted to serve the Wrigley Plant from Mission and Fair via Mission, Western and McPherson to Fair and regular route. 4-HARVEY WEST had the weekend only inbound routing between Water Street and Metro Center changed to run straight along Front Street, same as weekdays. 7N-BEACH NIGHT was changed for the duration of the estimated 8-10 month reconstruction of the East Cliff bridge over the Southern Pacific to detour off San Lorenzo via Ocean, Broadway and Seabright to Murray. Lines 54A-APTOS/LA SELVA BEACH, 56-DEPOT HILL, 57-CAPITOLA/SOQUEL VILLAGE and 58-PARK AVENUE all lost some late evening service and 67-LIVE OAK VIA EAST CLIFF was detour similarly to 7N. 69-41ST AVE/CABRILLO COLLEGE, which alternates with shorter 69-41ST AVE/CAPITOLA MALL and absorbs same at nights (645PM-1115PM from Metro Center) on weekdays, was redesignated 69C-CABRILLO. All weekend service remains on 69 only.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Recently dedicated was the 26 acre, $14 million John T. Mauro North Base Operations and Maintenance Facilty which is located on Belle Air Island in South San Francisco. Nearly two hundred maintenance and operations personnel work at the facility which can accommodate up to 250 buses. The base was dedicated to the memory of SAMTRANS' first general manager and had been in the construction stage since October 1985.

OMNITRANS (OT)

SAN BERNARDINO: OT celebrated February 29, 1988 (Leap Year Day) by offering Free Rides to all fixed route riders to encourage people to leave their cars at home and experience being free from pollution, traffic hassles and parking problems.

WEST COAST MOTOR COACH SOCIETY spring excursion to Santa Barbara via Glendale, San Fernando and Santa Paula using a Silverside bus, former PACIFIC GREYHOUND LINES K319 - Sunday March 13, 1988 departing the Museum in La Puente on Valley Boulevard at 1030AM

MANAGEMENT AND OPERATIONS CONTRACTS

OROVILLE: Beginning last December 6th AMERICAN TRANSIT CORPORATION assumed management of four transit agencies in Butte County - CHICO AREA TRANSIT SYSTEM, BUTTE COUNTY TRANSIT, CHICO CLIPPER and PARADISE EXPRESS. CATS is a ten bus, five route city system while BCT is a three bus, two route suburban system. CC and PE are both demand responsive systems. A total of 26 vehicles are required with sixteen to be supplied by the public agencies involved and the remaining ten to be provided by ATC. There were three proposals for the combined five year pact. They included ATC, DAVE Systems (the previous provider) and ATE/Transit Contractors. Each was bid individually although the total price of all contracts was considered. ATC was the lowest cost, but elements which weighed most heavily in the selection were stability in management staffing, ratio of full time to part time employees and a program for dealing with existing employees.

COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: The County of San Diego, Department of Public Works has awarded a contract for operation of fixed route service in Poway and surrounding areas (CTS 843, 844 and 845) to PAUL'S LINE, INC. and for operation of evening fixed route service in La Mesa, El Cajon, Santee and Lakeside (CTS 846, 847, 848, 849, 8540) and all day service in Spring Valley/Lemon Grove (856) and El Cajon-Alpine (864) to AZTEC BUS LINES, INC. These contracts which were originally planned for this past January are now scheduled to begin on April 1st. The county will soon be advertising for a contract to operate and manage the daytime portion of the El Cajon area lines (846, 847, 848, 849, 854) using a fleet of nine county owned Orion buses. PAUL'S LINE, INC. is the present contractor.

MAIN PLACE SHOPPER SHUTTLE (MPSS)

SANTA ANA: Main Place/Santa Ana is Orange County's newest regional shopping center with three anchor stores (Bullocks, Nordstroms and Robinsons) and 170 other stores and restaurants and is on the site of the former Santa Ana Fashion Square. During February the center established a shoppers shuttle service similar to those three other shopping malls in proximity to Disneyland and its many hotels have already done. Service was initally operated using a dark green Econoline van and has since been changed to FUN BUS SYSTEMS, INC. and one intercity bus, normally MC-9 #8100 which has been outfitted with outside signage identifying it as the MPSS. This bus features 29 seats (2 and 1 seating), a galley area and a restroom. Service operates hourly between 9AM and 9PM weekdays, 9AM and 6PM Saturdays and 10AM and 5PM on Sundays. Stops in the Disneyland area include Howard Johnson's, Grand Hotel, Hyatt, Inn At The Park, Anaheim Hilton, Anaheim Marriott, Quality Inn, Holiday Inn, Travelport (AIRLINK Airport stop), Sheraton and Travelodge at the Park. One way fares are $2.00 for adults and $1.00 for children twelve and under.

GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT (GGT)

SAN RAFAEL: State Senator Quentin Kopp (I-San Francisco) has introduced legislation that would turn the agency's buses and ferries over to CALTRANS who would operate the service only until it could find a new operator, either public or private, and would turn the Golden Gate Bridge over to the California Transportation Commission which already runs other toll bridges in the Bay Area. There would be no guarantee that tolls collected on the bridge would be used to improve transit in Sonoma and Marin counties which could cause need for a sales tax initiative. The bridge district has recently been under criticism over the way money was spent on the bridge's fiftieth birthday party last spring and the mounting financial problems which could lead to increases in bridge tools, transit fares and reductions in service. Although at least two directors felt that a publicist should be retained for $15,000 to work improving the image of the agency the remaining Board members flet that such an expenditure would not be appropriate.

* MARCH 1988 WESTERN TRANSIT

Western Transit is resuming its *"Roster Of The Month"* feature listing the current vehicle complement at area transit agencies and charter/tour operators. Although our files contain much roster information, the Editorial Office would appreciate your assistance in collecting or updating rosters of the less well known operators (i.e. Union City Transit, Western Contra Costa Transit Authority, Tri-Delta Transit and Lane Transit District, Oregon).

This month's feature is *Long Beach Transit.*

FLEET #'S	*MFGR*	*MODEL*	*SERIAL #'S*	*YEAR*	*NOTES*
*3501-3525	GMC	T7H603	144-168	1979	1
4202	GMC	T6H-4523A	1503	1975	2
4204-4206	GMC	T6H-4523A	1505-1507	1975	2,3
4211	GMC	T6H-4523A	1512	1975	2
*4401-4451	GMC	T8J604	BV812280-330	1981	
*4452-4476	GMC	T8J604	EV822308-332	1984	
*4477	GMC	T8J604	FV823075	1985	4
*4478-4490	GMC	T8J606	GV824821-833	1986	
*4491	GMC	T8J606	GV824971	1986	
4524-4525	GMC	TDH-4519	237-238	09/63	
4532	GMC	TDH-4519	569	03/65	2
4533	GMC	TDH-4519	570	03/65	
4534	GMC	TDH-4519	571	03/65	2
4537-4540	GMC	TDH-4519	574-577	03/65	2
4542	GMC	TDH-4519	880	10/65	2
4597	GMC	T6H-4521A	605	09/70	5
4598	GMC	T6H-4521A	606	09/70	
4600-4601	GMC	T6H-4521A	608-609	09/70	
4701-4715	GMC	TH8201	006-020	1977	1,6,7
*4716-4725	GMC	T8H203	405-414	1979	1,10
4801-4802	Eagle	AE10	30664-30665	12/81	
5105	GMC	TDH-5303	1575	01/64	
5111-5112	GMC	TDH-5303	2014-2015	08/64	
5114-5115	GMC	TDH-5303	2017-2018	08/64	8
5122-5123	GMC	TDH-5303	2421-2422	12/64	
5126-5130	GMC	TDH-5303	5965-5969	09/67	9

NOTES

* *Lift equipped.*
1. *Retrofitted with Sutrak A/C.*
2. *Energy Contingency Fleet.*
3. *4206 dead.*
4. *10,000th RTS.*
5. *Dead-to be sold.*
6. *4707 & 4715 off of roster.*
7. *4710 has air starter.*
8. *5114 has air starter.*
9. *5130 has retrofit TDT W/C lift, 47 seats.*
10. *Seats 43 because of lifts.*

Contingency fleet vehicles are used only for trippers.

Of the active 7M's, most are used to cover Lines 91-94 (7th Street). On weekdays, almost all lines are using RTS equipment except 90 series.

RTS 06's are used primarily on weekdays only.

LEGISLATIVE UPDATE

WASHINGTON, D.C. : The Reagan Administration has requested $1.52 billion to fund the UMTA administered mass transit programs during Fiscal Year 1989 which begins October 1, 1988. This is a 53 per cent reduction from the current funding level of $3.22 billion and would eliminate operating assistance for cities and areas over 200,000 in population and dismantle the Discretionary Grants program. The only line item to receive an increase in money is the one for UMTA salaries and expenses. Section 18 programs (rural areas) would maintain their 2.9% share of formula funds plus a $30 million bonus. Since 1980 federal funding for mass transit has suffered a 47 per cent reduction. The Administration's preliminary budget reportedly proposed more than $800 million more for mass transit than is included in the final proposal. The new U. S. Secretary of Transportation James Burnley asked President Reagan to shift funds away from transit and increase funding for the U. S. Coast Guard to height drug interdiction and for the Federal Aviation Administration for increased airline safety. These are three of the federal functions housed within the Department Of Transportation. (Ed. Note - To help put the impact of the budget proposal in perspective the ORANGE COUNTY TRANSIT DISTRICT would lose approximately $8 million annually of its approximate $80 annual budget).

President Reagan has issued an executive order to all federal agencies that directs them to redouble their efforts to spin off governmental functions that could be performed less expensively or more efficiently by private industry. The order requires federal agencies to undertake annual reviews of their civilian personnel for identification of services and activities that "could be oerformed more economically by private industry". Agencies are to provide estimates of potential savings in the annual budget requests to the Office of Management and Budget and are authorized to negotiate with OMB on the use of first year savings to enhance productivity through bonuses to employees or some other incentives. In addition, department and agency heads have been directed to develop effective job placement programs to help relocate employees affected by potential privatization of government services. (Ed. Note - It is not known how a function would be determined to be carried out more efficiently by private rather than public means other than financially and that is an important element in this process).

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, COLORADO: Colorado's first major attempt to privatize mass transit cleared a major hurdle when legislation to do just that sailed through the Senate's state affairs committee 6 to 0 and cleared the Senate by an majority vote. Introduced by State Senator Terry Considine the bill would give RTD one year to develop a privatization plan and then over the next five years it would be required to competitively bid out all of its routes. RTD would continue to oversee public transportation functions through policy decisions such as setting fares, monitoring performance and safety and determining routes. RTD presently operates 140 fixed routes and employs 961 bus operators. There is no information available on the maintenance function being impacted, but such is expected. The RTD Board had endorsed the concept of a privatization bill, but opposes the five year timeframes. The Amalgamated Transit Union is not in favor of the measure because of its potential negative impacts on existing employees represented by the ATU.

OUR WORLD TOURS (Lew Hardy & Associates dba)

CARSON CITY: OWT, operating under Contract Carrier Permit MV320, is seeking changes in the restrictions that limit the operation of vehicles with a maximum seating capacity of eight to allow operation of vehicles that will seat up to twenty nine passengers. The late Lew Hardy is credited as the originator of bus casino trips back in the mid 1950s. He originally worked with CONTINENTAL TRAILWAYS at that time and initially rides were free - just show up at departure time. It was found there there were too many free loaders and a system of paying fares and receiving a full refund on arrival was started. This process gave the passenger some cash to "donate" back to the casino.

GREYHOUND LINES, INC. (GLI)

DALLAS, TEXAS: December GLI took delivery of its first Eagle, a 102 inch Model 15, the first of an order of fifty at a cost of $10 million. The buses, apparently to be numbered 7901-7950, are planned to be used on GREYHOUND/TRAILWAYS transcontinental routes connecting Los Angeles and San Francisco with New York City. The buses appear in TRAILWAYS red and white with the addition of Greyhound's running dog logo outlined in red. Interiors of the new buses feature National Seating all fabric seats in a burgundy and gray color scheme with fabric used on the sidewalls and ceiling panels. Mullion covers will enhance interior window appearance. An energy absorbing rear bumper and half inch acrylic side windows are also new features.

Schedules on the RENO-BISHOP-LOS ANGELES route were adjusted last October. The overnight Los Angeles to Reno and daylight Reno to Los Angeles trips are as before while the former Mammoth Lakes - Los Angeles round trip now operates only between Ridgecrest and Los Angeles departing Ridgecrest at 605AM and Los Angeles at 1030AM.

Shown on the right is the first table for GREYHOUND's PHOENIX-LAS VEGAS service referenced in WT 1/88. Laughlin is a growing town and is capitalizing on the gaming industry.

PHOENIX—LAUGHLIN—LAS VEGAS

READ DOWN — READ UP

6368	6366	6364	6358	SCHEDULE NUMBER	6367	6359	6365	6369
				Folder No. 18 **557** 1-6-88				
				FREQUENCY				
8 30	*3 00*	*12 10*	*10 30*	Lv *El Paso, TX* (CT)*(580)* Ar	*2 25*	*7 05*	*8 00*	*6 55*
3 00	*9 20*	↓	*5 00*	*Tucson, AZ* (MST)*(580-582)*	*6 15*	*12 45*	↑	*10 40*
1 25	‖	*4 40*	‖	*Safford*	*9 45*	*3 20*	‖	*2 00*
3 05	‖	*6 30*	‖	Lv *Globe* Ar	*7 55*	*1 35*	‖	*12 15*
6 00	*11 35*	*9 05*	*7 00*	Ar *Phoenix, AZ* Lv	*4 15*	*10 45*	*11 00*	*8 40*
.....	.....	.....	6 00	Lv ▲Apache Jct., AZ Ar	5 15	.....	.....	.....
.....	.....	.....	6 30	Mesa ①	4 35	.....	.....	.....
.....	11 15	.....	↓	Tempe/Scottsdale ②	↑	.....	11 20	.....
.....	11 45	.....	7 00	Ar ▲**PHOENIX** Lv	4 00	.....	10 50	.....
6 15	12 01	9 20	7 15	Lv ▲**PHOENIX** Ar	3 45	9 15	10 45	8 15
6 40	12 25	9 45	7 40	▲Phoenix Northwest *(Glendale)*	3 25	8 50	10 20	7 50
7 00	12 45	10 05	8 00	▲Sun City	3 05	8 30	10 00	7 30
7 50	1 35	10 55	8 50	▲Wickenburg	2 15	7 40	9 10	6 40
⧗1015	✕ 4 00	‖	✕1115	Ar ▲Kingman, AZ Lv	11 50	↑	6 45	4 15
‖	‖	‖	‖	Lv *Albuquerque, NM* *(577)* Ar	*11 45*		*4 35*	*2 45*
‖	‖	‖	‖	*Flagstaff, AZ*	*5 00*		*10 00*	*7 45*
‖	‖	‖	↓	Ar *Kingman, AZ* *(577)* Lv	*2 15*		*7 15*	*5 00*
10 30	4 30	‖	11 45	Lv ▲Kingman, AZ Ar	⧗1115	‖	6 15	⧗ 4 00
‖	‖	12 55	‖	Ar ▲Parker Lv	‖	5 40	‖	‖
‖	‖	1 00	‖	Lv ▲Parker Ar	‖	5 35	‖	‖
‖	‖	✕ 1 50	‖	Ar ▲Lake Havasu City, AZ Lv	‖	4 45	‖	‖
‖	‖	2 20	‖	Lv ▲Lake Havasu City, AZ (MST) Ar	‖	✕ 4 15	‖	‖
‖	‖	2 15	‖	Ar ▲Needles, CA (PT) Lv	‖	2 20	‖	‖
‖	‖	2 20	‖	Lv ▲Needles, CA (PT) Ar	‖	2 15	‖	‖
11 20	5 20	‖	12 35	▲Bullhead City, AZ (MST)	10 25	2 25	5 25	3 10
↓	↓	‖	↓	**Laughlin, NV** (PT)	↑	↑	↑	↑
10 25	4 25	3 10	11 40	Riverside (Casino)	9 20	1 20	4 20	2 05
10 30	4 30	3 15	11 45	Sam's Town (Casino)	9 15	1 15	4 15	2 00
11 15	5 15	4 00	12 30	▲Searchlight, NV	8 30	12 30	3 30	1 15
				Casinos				
12 30	6 30	5 15	1 45	Ar Tropicana Lv	7 15	11 15	2 15	11 59
12 40	6 40	5 25	1 55	Ar Flamingo Hilton Lv	7 05	11 05	2 05	11 50
12 50	6 50	5 35	2 05	Ar ▲**LAS VEGAS, NV** *(Downtown)* Lv	6 55	10 55	1 55	11 40
3 00	*9 40*	.....	*5 00*	Lv *Las Vegas, NV* Ar	*6 35*	.....	*1 30*	*11 15*
7 50	*2 20*	.....	*9 40*	Ar *Cedar City, UT* Lv	*4 40*	.....	*11 25*	*9 25*
2 25	‖	.....	*4 00*	Ar *Grand Jct., CO* Lv	*10 15*	.....	*4 35*	*2 40*
8 55	‖	.....	*10 15*	Ar *Denver, CO* Lv	*4 00*	.....	*10 30*	*8 00*
.....	*7 10*	.....	.....	Ar *Salt Lake City, UT* *(545)(555)* Lv	*9 30*	.....	.....	.....

① — Holiday Inn, 1600 South Country Club Drive.
② — Los Arcos Mall, McDowell/Scottsdale Road.

Z557-1214db

LAUGHLIN TRANSIT, INC. (LTI)

LAUGHLIN: An application has been filed with the Public Service Commission to operate six buses over designated routes in and around the new town of Laughlin. This would make the third Nevada city, after Las Vegas and Reno, to have local transit.

SIERRA NEVADA STAGE LINES, INC. (SNSL)

RENO: SNSL has filed a request for authority to operate as a common carrier transporting passengers in scenic tours on a one way or round trip basis. At present SNSL holds authority to provide charter, special services and regular route (RENO-ELY) operations. The application for scenic tour business would allow an area encompassing Douglas, Carson City, Lyon, Storey, Washoe, Churchill, Lander, Eureka, Elko and White Pine Counties.

THE NEW GRAY LINE CORPORATION OF NEVADA (NGLON)

CARSON CITY: NGLON has filed an application before the Public Service Commission to perform management services for both ARIZONA SOUTHERN CHARTER COACH LINES, INC. and SIERRA NEVADA STAGE LINES, INC. (Ed. Note - It is presently unknown if there are any corporate connections between these firms).

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
North County Transit Dist.	539-553	Flxible	35096-6T/HD098783-797	
Greyhound	1876-1887	TMC	102A3/HR006079-090	1
	1888-1891	TMC	102A3/HR006096-099	1
-USED-				
Amarillo y Rosa	656	GMC	T8H-5307A/2468	2
	658	GMC	T8H-5307A/2470	2
	662	GMC	T8H-5307A/2474	2
	676-677	GMC	T8H-5307A/2488-2489	2
	682	GMC	T8H-5307A/2494	2
	685-686	GMC	T8H-5307A/2497-2498	2
	695	GMC	T8H-5307A/2507	2
	697	GMC	T8H-5307A/2509	2
Sunflower	4717	MCI	MC-9/34123	3
Bluestar	4507-4508	Prevost	2P9L/B1001023,B1001030	4
Pacific Coast Sightseeing	4719-4720	MCI	MC-9/EP039216-217	5
-DISPOSITIONS-				
Amador Stage Lines	5517	GMC	TDM-5301/018	6
SF MUNI	3182	GMC	T6H-5305A/015	6
	3226-3227	GMC	T6H-5305/288-289	6
	3351-3352	GMC	T6H-5305/414-415	6
Torrance Transit	353	GMC	T6H-4521/369	6
Santa Monica MBL	5355,5357	GMC	TDH-5303/4793,6145	6
AC Transit	340	GMC	TDH-5304/484	6
	423	GMC	TDH-4516/101	6
	585	GMC	TDH-5301/2047	6
	625	GMC	TDH-5303/4581	6
	636,665	GMC	T6H-5305/200,229	6
	787	GMC	TDH-4519/836	6
	823,826,844	GMC	T6H-4523N/361,364,382	6
	856	GMC	T6H-4523N/394	6
	905-906,924	GMC	T6H-5305N/265-266,287	6
	949	GMC	T6H-5307N/075	6

NOTES

1. *Correction.*
2. *Ex Dallas Area Rapid Transit, same numbers.*
3. *Ex --- #7.*
4. *Ex California Charter 4507-4508.*
5. *Ex California Charter 4542-4543.*
6. *To Dreamliner Leasing.*

CLUB NEWS

25th Anniversary Excursion being planned for a Saturday in August 1988--site visits being arranged.

Our banquet will be held in conjunction with *West Coast Motor Coach Museum* on Saturday evening June 11, 1988 at Peppermill Restaurant in Pasadena.

Plan to attend both events - support the Society as we turn "25".

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WT STAFF

Editor Edmund Buckley

Senior Staff Craig Barnes, Warren F. Quon, Bob Burrowes

Reporters/ Sources Dave Bielsker, Jack Perry, *BUS RIDE*, *NEVADA BUS MAN*, Robert Higgenbotham, Richard Petzoldt, *PTI Journal*

Editorial Address - 1508 West Nottingham Lane Anaheim, California 92802