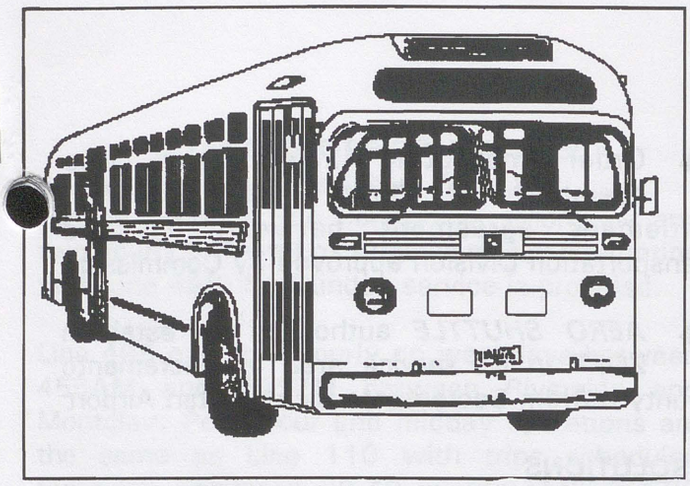


Western Transit

Our 30th Year!

VOL. 31, NO. 10 October 1993

INLAND EMPIRE CONNECTION

INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE: The month of October brought changes to the complete IEC network in the form of new routings and operating schedules.

On October 4th service between Los Angeles, Riverside and San Bernardino was completely rearranged following the resolution of three county funding of IEC *(WT 6/93, 7/93).*

The *LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY* eventually voted to provide a portion of the $1.3 million they previously did. The impetus to reduce IEC funding was the need for MTA to close an agency FY 93/94 budget gap of nearly $140 million. Some early morning and late evening trips were dropped on the eastern end of the lines with Riverside and San Bernardino reducing their costs.

Line 110-RIVERSIDE-SAN BERNARDINO-BLOOMINGTON-ONTARIO-LOS ANGELES was shortened to operate between San Bernardino and Los Angeles over the same alignment except in Montclair where buses now travel I-10, Central, Richton (Montclair TransCenter), Monte Vista and I-10 and in West Covina where buses now bypass Eastland Shopping Center.

NEW Line 100-SAN BERNARDINO-RIVERSIDE replaces that segment of former 110 and it operates from 4th and E (San Bernardino) via 4th, E Street, 5th, Arrowhead, Mill, Inland Center Dr., I-215/91 Freeway and 7th to Riverside Terminal.

Line 496-RIVERSIDE-ONTARIO AIRPORT-LOS ANGELES runs on its previous routing except for the changes in Montclair and West Covina.

Line 100 operates hourly weekdays 610AM - 910PM and 810AM - 810PM on Saturday using 1 bus. Sunday service is not operated.

Line 110 operates hourly (with an occasional two hour gap) on weekdays between 425AM and 730PM between San Bernardino and Montclair. West of Montclair buses operate hourly in the peaks (roughly 600AM-900AM and 300PM-600PM) and every 3 hours midday. Saturday

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PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications to and decisions of the California Public Utilities Commission:

APPLICATIONS

☑ David Haydari dba *SHUTTLE USA* for PSC between points in San Francisco, San Mateo, Santa Clara & Alameda Counties and Oakland, San Jose and San Francisco Airports

☑ *GRAY LINE TOURS COMPANY* has filed for PSC to operate a scheduled fixed route between Simi Valley and Los Angeles International Airport

☑ *SANTA BARBARA AIRBUS, INC* has applied to change its present ZORF between authorized service area, Santa Barbara and LAX

☑ Eric Onnen, Kelly Onnen and Mark Klopstein dba *MONTEREY/SALINAS AIRBUS* for PSC between Monterey, Carmel, Marina, Salinas and surrounding area and San Francisco and San Jose Airports

☑ Vera Manoukian dba *AL HAYAIT* applied for On Call PSC between points generally located in the San Gabriel Valley area

DECISIONS

🔨 Ventura County Shuttle Inc dba *VENTURA COUNTY AIRPORTER* granted PSC between points in Ventura County and Los Angeles Intl Apt

🔨 *SFO AIRPORTER, INC.* granted ZORF between City/County of San Francisco and San Francisco Airport

🔨 *CALIFORNIA AERO TRANS OF SACRAMENTO* granted PSC between points in Sacramento, Yolo, Placer, El Dorado Counties and Sacramento Airport

🔨 Order Instituting Investigation into operations of American Transportation Enterprises, Inc. dba *AMTRANS* - settlement agreed to by *AMTRANS, MINI BUS SYSTEMS, INC* and PUC Transportation Division approved by Commission

🔨 Order Instituting Investigation into operations of *PRIME TIME SHUTTLE*- settlement agreement between PT and Transportation Division approved by Commission

🔨 *AERO SHUTTLE* authorized to establish ZORF in its service area of Sacramento County to/from Sacramento Metropolitan Airport

RESOLUTIONS

Resolution granting *SUPER HOLIDAYS* Route Revision Docket requests to serve additional points in Buena Park approved

PSC 6600 issued to *VIA ADVENTURES, INC* and PSC 1317 issued to *MERCED TRANSPORTATION COMPANY* cancelled related to change in corporate structure approved

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INLAND EMPIRE CONNECTION

(Continued from Page 1)

service is hourly San Bernardino - Montclair and two hourly to/from Los Angeles all day alternating with Line 496. No Sunday service is provided.

Line 496 operates hourly on weekdays between 455AM and 645PM between Riverside and Montclair. Peak hour and midday operations are the same as Line 110 with trips scheduled toprovide combined 30-40 minute peak and 90 minute midday headways west of Montclair TransCenter. At Montclair, Short Turn 496's connect with Thru 110's and vice versa. Saturday service is hourly Riverside-Montclair and two hourly to/from Los Angeles all day. Sunday service is hourly all day Riverside to/from Los Angeles. *(Ed. Note - Only Sunday operations are identical to the previous schedule).*

On weekdays 8 peak hour and 6 midday buses are required on 110/496 and, in some cases, buses continued to be interlined.

Line 149-RIVERSIDE-DISNEYLAND received increased weekday service (9 trips versus 5) beginning October 25th requiring a second bus. The additional trips operate on an alternate route thru Corona. Buses run from Riverside to Grand & Main Park N Ride (Corona) as before, then Grand, 91 Freeway, Serfas Club Drive, Green River Road to 91 Freeway, then regular route.

The service expansion, was a recommendation from the recent SB 1402 Intercounty Express Bus Service Program. It is designed to attract commuters to the bus and reduce congestion on the heavily used Riverside Freeway.

The pale blue, yellow and white Neoplan AN340A buses (8606-8621) continue to operate with LAIDLAW TRANSIT, INC. as the service provider. Present plans call for replacement buses to be added to the fleet in FY 95/96.□

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Over the last few months LADOT has instituted 4 new lines and modified as many existing ones and discontinued one, METROLINK SHUTTLE, on August 1st. MS had operated in peak hours connecting the Union Station with the Bunker Hill area.

On April 5th a new VAN NUYS METROLINK SHUTTLE was inaugurated operating four morning and four afternoon trips. From Burbank and Coldwater Canyon the bus travels Burbank, Fulton, Oxnard, Van Nuys onto the station property returning via a station alley way, Saticoy, Van Nuys, Oxnard and Coldwater Canyon to Burbank. LAIDLAW TRANSIT, INC. operates the line using the 1 door, unnumbered National RE-29 with mostly forward facing grey cloth seats and one wheelchair position (the bus was originally used on 143-NAVY BASE-TERMINAL ISLAND).

The CITY HALL SHUTTLE also started on April 5, in part to replace the segment of DASH Route D to Piper Technical Institute which was discontinued in February *(WT 2/93).*

This FREE service operates weekdays only and has two branches, PIPER TECH ROUTE and VIGNES ROUTE (which began April 26). PIPER operates 630AM-630PM every 12-15 minutes while VIGNES runs in peak hours (630-830AM and 330-530PM) operating every 6 minutes.

PIPER is routed from 1st & Main (at City Hall) via Main, Temple, Vignes, Commercial, Center, Ramirez and Keller to Piper. VIGNES is a one way loop from 1st & Main via Main, Temple, Vignes and 1st to Main.

LAIDLAW TRANSIT, INC. operates the routes using two LTI owned 21 passenger, lift equipped Econoline 350/Collins Diplomats (911083 and 911093) painted white and black and lettered "City Hall Shuttle" in blue on the front and sides along with the LADOT logo.

September 7th brought several changes to LADOT operations in downtown involving DASH Lines A, C and the 1ST INTERSTATE routes.

NEW E-FINANCIAL DISTRICT-SOUTH PARK combines the former 1ST INTERSTATE-808 SOUTH OLIVE route with a segment of A-LITTLE TOKYO-GARMENT DISTRICT and an extension to the Convention Center. From 12th & Grand (layover point) the line operates via 12th, Olive,

LADOT
(Continued)

5th, Flower, 6th, Hill, Pico, Figueroa and 12th to Grand. Service runs weekdays only between 5AM and 11PM with varying 5/10 minute headways.

A-LITTLE TOKYO-GARMENT DISTRICT operates as before from 3rd & San Pedro to Olympic & Main and then returns north on Main in lieu of its previous extension to the Transamerica Building.

NEW C is a combination of former C-EXPO PARK and 1ST INTERSTATE-VENICE & GRAND and has three service patterns. Some trips operate between 5th & Olive and the Grand Avenue Garage, some run between the garage and Exposition Park and some operate full length, but divert into the garage enroute.

From 5th & Olive C runs via 5th, Flower, 6th, Grand (diverting into the garage just south of Venice on a special bus only lane), Olive, Venice, Grand, Adams, Figueroa and Exposition Park roadways returning via Menlo, Exposition, Figueroa, Adams, Grand, 18th, Olive, Venice (into and thru garage), Hope, 9th and Olive to 5th.

Route C operates on weekdays between 5AM and 11PM. Service north of Venice & Grand is 10 minutely before 6AM and after 7PM with 5 minute headways at other hours. The Expo Park extension runs every 15 minutes between 630AM and 1000PM. This requires 7 buses. On Saturday Route C operates every half hour between 630AM and 1000PM using 2 buses.

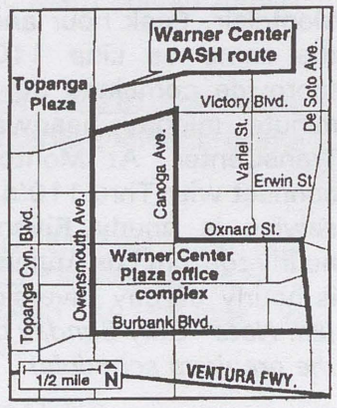
Route A continues to be operated by ATE MANAGEMENT & SERVICE COMPANY's Lincoln Heights division while C and E are operated by the ATE Leonis & Soto division.

September 20th saw inauguration of two more NEW lines (DASH/WARNER CENTER and 575-SIMI VALLEY-WARNER CENTER EXPRESS) and extension of 573-GRANADA HILLS-CENTURY CITY to Santa Clarita.

On Line 573 four morning southbound and five afternoon northbound trips have been extended into Santa Clarita. Beginning at San Fernando Road and Sierra Highway the line travels via Sierra, Placerita Canyon Rd (second stop), Antelope Valley Fwy, Golden State Fwy, San Diego Fwy, Rinaldi, Woodley, Chatsworth and previous route to Century City.

The City of Santa Clarita is helping to fund the 573 extension.

DASH/WARNER CENTER is designed as a weekday lunchtime shuttle operating in both directions on a loop type route every 10 minutes (4 buses, 2 each way) between 1055AM and 208PM in the Warner Center area of the West San Fernando Valley.



No fares are collected as funding for the line is provided by the City of Los Angeles Warner Center Traffic Mitigation Fund (traffic fees paid to the City by Warner Center area developers).

The second half of the Warner Center area service is 575-SIMI VALLEY-WARNER CENTER EXPRESS which provides four morning and afternoon commute trips over the following route - Los Angeles & Sinaloa in Simi via Los Angeles, 1st, Cochran, Yosemite, 118 Freeway, Topanga Canyon, Victory, Canoga and Burbank to De Soto at the Litton Parking Lot.

These lines are operated by LAIDLAW TRANSIT, INC. under a three year, $1 million contract which includes the City of Los Angeles buying the five propane powered 21 seat buses used.

Buses used are LADOT 93021-93024 (plus one more) Econoline 350/Collins Diplomats which have 20 gray cloth forward facing seats (including 2 jump seats), Stop Requested signs, AM/FM radios, Diamond fareboxes, Braun lift and are painted white with black window effect and no markings.

The Simi Valley line had been operated since 1991 by ANTELOPE VALLEY BUS, INC. under contract using MC-8 and MC-9 buses.□

LOCKHEED AIRCRAFT COMPANY COMMUTER BUS OPERATIONS

BURBANK: Lockheed, formerly one of Southern California's major employers, has transferred much of its aircraft manufacturing work once performed in Burbank to its plants in Palmdale in the Antelope Valley. Plans call for this work to be completely out of Burbank by the end of 1994.

As many LAC employees continue to reside in the San Fernando Valley area, three bus routes and numerous van pools have been established. Lockheed employees are eligible for reduced fares with the employer subsidizing much of the cost.

The GRANADA HILLS-PALMDALE route begins at St. John's Church parking lot (Chatsworth & Haskell) departing at 530AM returning at 415PM. One bus, operated by EMBREE BUSES, INC. under contract, is provided.

The BURBANK-PALMDALE route departs from the Burbank plant B-6 area using two coaches.

The third, and newest route, is SIMI VALLEY-SANTA CLARITA-PALMDALE. One EMBREE bus departs Simi (3041 Cochran) at 505AM, stops at Santa Clarita (SF Road and Sierra Hwy) at 540AM and arrives Palmdale (Lockheed Advanced Development Corporation, L-1011 Way) at 645AM. The return trip leaves Palmdale at 335PM arriving Simi at 515PM.

Prior to EBI receiving this contract, ANTELOPE VALLEY BUS, INC. had been the service provider.□

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: AVTA increased fares beginning October 1st on several of its services.

Line 787-LANCASTER-PALMDALE-WEST SAN FERNANDO VALLEY fares rose from $2.25 to $2.73 based on the cost of a monthly pass. Adjustments were also made on Line 785-LANCASTER-PALMDALE-LOS ANGELES and rates established for the new local line serving Lake Los Angeles. This line will have distance based fares - Lake Los Angeles to Littlerock is 75 cents and $1.25 to Palmdale and Lancaster.

Fares on the Tuesday only Medical Shuttle were doubled - from $2.50 to $5.00. This line takes Antelope Valley riders to medical centers in the Los Angeles area including UCLA Medical Center, Kaiser Permanente facilities and area V.A. hospitals. The shuttle also picks up and drops off at the Santa Clarita Valley Senior Center in Newhall. AVTA plans to use the fare increase monies to eventually operate five days per week.

Responding to complaints of overcrowding on commuter lines, AVTA will add buses to Lines 785 and 787 tentatively on November 1st. The equipment will be leased from *ANTELOPE VALLEY BUS, INC.* Four buses will be leased - two to expand and two to replace buses now leased through another firm.

In the 16 months since the service was acquired by AVTA *(WT 10/92)*, ridership has grown an average of five per cent each month.

AVTA will also undertake a trial new system for the Guaranteed Ride Home program which assures riders that if there are not enough seats on the last bus returning to the Antelope Valley they will receive a ride. The system would initiate a pact whereby *SANTA CLARITA TRANSIT* will provide a ride as far as San Fernando Road and Sierra Highway where an AVTA van will meet them.

Bus operators and mechanics, employees of AVTA contractor DAVE TRANSPORTATION SERVICES, INC. and members of Teamsters Local 572, went out on strike on the morning of October 25.

DAVE said it would begin recruiting permanent replacements for the strikers. Meanwhile, super visors from the Antelope Valley office and other locations are being used as drivers. Only Lines 785, 787 and the local line trips for students will operate initially with plans to provide two hour headways between 900AM and 600PM on local lines as soon as possible.

Drivers from the *ANTELOPE VALLEY SCHOOLS TRANSPORTATION AGENCY* will be operating Dial A Ride vehicles during midday hours.

ANTELOPE VALLEY
(Continued)

The employees voted last May to join the Teamsters who have been negotiating with DAVE since July. The workers struck because they were not satisfied with DAVE's contract offers.

A spokesman for the National Labor Relations Board said that if the work stoppage is the result of unfair labor practices the strikers jobs are protected but, if there were no such practices, the employer is allowed to replace the workers.☐

COUNTY OF LOS ANGELES

LOS ANGELES: Recently the Los Angeles County Board of Supervisors, on a 3-0 vote, approved plans for a $500,000 city-county study of mass transit in the San Fernando Valley.

The county's part of the study will be paid by Prop. A funds from the 5th District (Supervisor Mike Antonovich) while the City of Los Angeles has applied for Prop. C discretionary funds.

The study will be conducted independently of the *METROPOLITAN TRANSPORTATION AUTHORITY* which provides bus and METROLINK service throughout the valley.

One goal of the study would be to decide if the Valley should have a separate transit district similar to the Foothill Transit Zone.☐

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

LOS ANGELES: A vote to eliminate the year round school calendar for more than half (456 of 648) of the schools in the LAUSD created routing problems for school bus routes and delayed letting contractor bids for this school year.

This time was further complicated by mandatory employee furloughs, an option LAUSD chose to avoid layoffs. All employees, including bus drivers, are required to take 24 days off work during the year without pay. LAUSD then shifted drivers to cover furloughed employee's routes.

In the future is the purchase of a computerized set of programs to determine bus routings and a Transportation Department reorganization which will dismantle the main transportation facility and place branch managers at schools in the District.☐

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL recently increased its fares. The new prices include 75 cents for adults on local lines and 90 cents on Express, 50 cents for students and 35 cents for seniors/disabled. An Express transfer is now 15 cents, an Interagency transfer is 25 cents for adults and students and 10 cents for seniors and disabled.☐

ANAHEIM MARKETPLACE SHUTTLE (AMS)

ANAHEIM: AMS recently expanded its free service between area hotels and the area's largest indoor swap meet by adding a second vehicle - a Dodge Ram Wide One van, a third route - 3-BUENA PARK and more trips to the original routes 1-ANAHEIM SOUTH and 2-ANAHEIM NORTH.

Route 1 now departs the MarketPlace at 10AM, 11AM, 12PM, 2PM, 4PM and 6PM while Route 2 leaves at 10AM, 11AM, 12PM, 1PM, 3PM and 5PM. Route 3 leaves at 1PM (using #1 bus) and at 4PM (using #2 bus) and serves the Travelodge Anaheim, Crescent Motel, Embassy Suites, Aztec Inn, Holiday Inn, Hampton Inn, Fairfield Inn, Travelers Inn, Ramada Inn, Courtyard by Marriott, Buena Park Hotel and Quality Inn.☐

VICTOR VALLEY TRANSIT SERVICE AUTHORITY (VVTSA)

VICTORVILLE: VVTSA has made several revisions to the system it implemented in May *(WT 6/93).*

41-7TH-APPLE VALLEY ROAD was separated into 41A-APPLE VALLEY ROAD-VICTOR VALLEY COLLEGE and 41B/C-COSTCO-DOWNTOWN-STODDARD WELLS. 41A operates between St Marys Hospital in Apple Valley and VVC thru central Apple Valley on an hourly headway

VICTOR VALLEY TRANSIT
(Continued)

(1 bus). 41 B/C is a two way loop serving downtown, Stoddard Wells, El Vado, Mall of Victor Valley and Mariposa Rd using 2 buses.

The headways on 42-APPLE VALLEY COMMUTER, 43-BEAR VALLEY ROAD-APPLE VALLEY and 51-VICTORVILLE COMMUTER were stretched - 42 is now hourly with 1 bus, 43 is 105 minutely with 1 bus while 51 runs every 75 minutes with 1 bus.

The three local lines in Hesperia (61-NORTHWEST HESPERIA, 62-SOUTHWEST HESPERIA and 63-SOUTHEAST HESPERIA) were replaced by NEW 64/65-HESPERIA COMMUNITY ROUTE which can be best described as an oval shaped two way loop generally operating in a north/south direction. Both buses, actually two Dodge Wide One vans, depart the Hesperia Post Office every 90 minutes connecting with alternate Line 44-VICTOR VALLEY MALL-MAIN-HESPERIA trips.

Operations of A-VICTOR VALLEY MALL-WRIGHTWOOD were revised and now include a morning trip from Wrightwood, two midday round trips and an afternoon return trip to Wrightwood.

B-PHELAN-PINON HILLS was replaced by the DEVIATED INTER COMMUNITY SERVICE which operates in the Phelan-Pinon Hills-Baldy Mesa area. Service operates between 1000AM and 200PM on weekdays and customers need to call in 24 hours in advance to arrange for transportation to and from any location in the Tri Community area.

VVTSA has started to renumber members of the fleet. Thomas Transitliners 1-6 are now numbered 0000-0005 related to the last four digits of the vehicle license numbers. Bluebird All Americans 7-8 are now 8446-8447. CTS Champion 33 is now 8390. Other vehicles have fleet numbers shown in the VVTSA Supplement *(WT 6/93)*. Although it is still 35, the Ikarus 543 normally used on A-VICTOR VALLEY MALL-WRIGHTWOOD, is now lift equipped, a Stewart & Stevenson Power Lift installed about midway back on the curb side.☐

AIRPORT COACH (AC)

ANAHEIM: As part of last June's service changes *(WT 6/93)*, the van shuttle in Pasadena serving the Ritz Carlton, Doubletree and Holiday Inn and connecting with PASADENA-LAX buses was changed so that beginning after 220PM vans serve the Ritz Carlton on an On Call basis with passengers calling AC's toll free telephone number to reserve a ride. Arriving passengers will be dropped off without special arrangements.

The DISNEYLAND-LAX route was rerouted, on October 15, to take advantage of the new Century Freeway (I-105) which opened the day before. Buses depart Buena Park and travel via 91 Freeway, 605 Fwy, Century Fwy, Sepulveda and LAX roadways to/from the airport.

AIRPORT CRUISER, INC. is also using the new freeway routing.

(Ed. Note - all 17 miles of the freeway, formally known as the Glenn Anderson (Century) Freeway Transitway, opened between the 605 Freeway in Norwalk and Sepulveda Blvd. in El Segundo near LAX. The freeway travels in an east/west direction generally south of Imperial Highway).☐

SACRAMENTO TRANSPORTATION AUTHORITY (STA)

SACRAMENTO: STA Directors recently voted 8-1 to push for a 1994 ballot measure to add a half cent to the sales tax to pay for transportation projects. It is unknown if STA or another agency would place the measure on the ballot and whether a simple or a 2/3 majority vote is needed.

STA administers the Measure A program of transportation related programs funded by a county wide half cent sales tax approved by voters in 1988.

The decision was needed to stop the Sacramento Area Council of Governments from dropping several *REGIONAL TRANSIT* service expansions from the Metropolitan Transportation Plan.

RENEW BEFORE JAN. 1, 1994 AND SAVE $2

SACRAMENTO TRANSPORTATION AUTHORITY
(Continued)

The cut would have made the agency ineligible for millions of dollars of state and federal grants. Under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), SACOG must have a reasonable expectation that RT would be able to operate federally funded transit projects once completed.☐

REGIONAL TRANSIT
(RT)

SACRAMENTO: RT has begun to sport a slightly redesigned logo. The logo retains its basic design of the Sacramento and American Rivers coming together to form a "T" for "transit". The letter was colored blue against a gold background and enclosed in a circle. On the new logo the "T" is painted yellow against a blue background and enclosed in a rectangle.

The 9300 series Orion V natural gas powered buses are already sporting the revised logo and it will be placed on other vehicles as they come do for repainting or refurbishing.

The 95 Orions are still being built and builder Bus Industries of America has suggested including a low floor 40x102 CNG fueled bus as the 95th and final unit of this order. RT management is expected to accept the suggestion.☐

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
(CCCTA)

CONCORD: CCCTA implemented another Express line, 960-MITCHELL DRIVE PARK & RIDE-BISHOP RANCH, last June 21. It runs between Concord, Walnut Creek and the Bishop Ranch industrial park in San Ramon providing four southbound and one northbound morning trips and four northbound and one southbound trips in the afternoon.

Originating at Mitchell Drive PNR, the line travels via Mitchell, Wiget Lane, Ygnacio Valley Road, Civic Dr, Broadway, Newell, Creekside, South Main, I-680, Crow Canyon, Camino Ramon, Bishop and Sunset to Bollinger Canyon.☐

BENICIA TRANSIT
(BT)

BENICIA: BT expanded service, increased some fares while lowering others and placed their "new" 30 foot reconditioned Gillig Phantoms into service on June 15th.

The VALLEJO-BENICIA-BART/PLEASANT HILL route received an additional peak hour bus while selected trips have been routed to serve downtown Martinez and the AMTRAK station.

The NORTH HILLS-SOUTHAMPTON EXPRESS route (three morning southbound and three afternoon northbound trips to/from BART/Pleasant Hill using one bus) remained the same.

Cash fares between Vallejo and Pleasant Hill were increased from $1 to $1.50 (adult), 75c to $1.25 (youth) and 50c to 75c (seniors/disabled) while the charges for BT monthly passes were reduced. An adult pass was $42 and is now $34, youth passes dropped from $33 to $28 and senior/ disabled passes changed from $22 to $19.

30 foot Gilligs 8601-8605, originally purchased by *JOHNSON COUNTY (KS) TRANSIT* in 1985 but reconditioned by Gillig and resold to BT, were placed in service. These 29 seat buses are painted white with red over white over blue stripes with black window effect and the name "BENICIA TRANSIT" in blue. Inside they received front door lifts and the seats ahead of the back door on both sides were replaced with one side facing and two forward facing seats which lift up when needed to allow wheelchairs to occupy those spaces.☐

LAS VEGAS TRANSIT
(LVT)

LAS VEGAS, NV: LVT has discontinued the remaining three local lines it had been operating *(WT 1/93)* since last December's start up of *CITIZENS AREA TRANSIT* service -- 6-LAS VEGAS STRIP, 13-STRIP SHUTTLE and STRIP EXPRESS.

LVT had filed a petition with the Public Service Commission of Nevada *(WT 2/93)* requesting permission to continue operations, but by the end of May the firm was given a Cease And Desist Order requiring the discontinuation of service.

LAS VEGAS TRANSIT
(Continued)

The 6101-6104 series New Flyer D60-91 buses, which had been operated on the STRIP EXPRESS as part of a contract had LVT had with certain Strip hotels, have been purchased by CAT and have been sent to Complete Coach Works in Riverside for refurbishing. Disposition of the remainder of the fleet is presently unknown.☐

GRAY LINE TOURS OF SOUTHERN NEVADA (GLT)

LAS VEGAS, NV: On July 15 GLT reduced its tour selections from 17 to 11. Tour 5-DELUXE HOOVER DAM TOUR was reduced from two daily trips to one and Tour 8-RED ROCK CANYON was reduced to Tuesday thru Thursday only.

The discontinued tours include 1-LAS VEGAS ORIGINAL HOOVER DAM TOUR, 3/4-PARTY CRUISE/LAKE MEAD, 9-DELUXE CITY TOUR, 11/12-GROUP NIGHT CLUB TOURS, 14-FLIGHTSEEING GRAND CANYON/COLORADO RIVER TOUR and 16-THE FLYING COMBO.

Other GLT tours continue to service both Hoover Dam and Grand Canyon.☐

CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: CAT extended three of its lines on July 7th. Line 8-SMOKE RANCH-BONANZA ROAD was extended from Bonanza and Nellis Road south on Nellis as far as Hacienda. 15-BOULDER HIGHWAY-HENDERSON was extended to Boulder City. From Center and Lake Mead Blvd the line travels via Center, Major, Boulder Hwy/Nevada Hwy with a loop thru Boulder City via Arizona, Utah, Adams Blvd, Buchanan and Boulder Hwy returning to Henderson. The 301-313 series Gillig Phantoms need to be assigned to Line 15 as they are best able to operate on the long incline along Boulder Highway south of Henderson. Line 21-WEST LAS VEGAS-EAST WASHINGTON was extended from Washington and Lamb via Lamb, Bonanza, Nellis and Las Vegas Blvd to Nellis AFB.☐

OAK HARBOR-ANACORTES-SEA TAC AIRPORTER BELLINGHAM-SEA TAC AIRPORTER (OASTA/BSTA)

BELLINGHAM, WA: OAK HARBOR-ANACORTES AIRPORTER, an affiliate of BSTA, revised its schedule on August 9th adding another round trip and providing more Sunday service.

OASTA operates an airport shuttle service serving Naval Air Station-Whidbey, Oak Harbor at Coachman Inn, Skyline Marina, San Juan Ferry, Anacortes at Jackpot Foods, Farmhouse Inn and Mount Vernon at Cotton Tree Inn connecting in Mount Vernon with BSTA which operates serving Blaine, Bellingham and other points in Whatcom, Skagit and Snohomish Counties to and from Seattle-Tacoma International Airport.

Trips now depart NAS Whidbey at 550AM and every two hours until 550PM (no Saturday service at 350PM and 550PM) for the two hour ride to Mount Vernon. Travel time between Mount Vernon and Sea Tac is 1 hour 50 minutes.

BSTA schedules depart Sea Tac at 700AM and every two hours until 700PM (no Saturday trips at 500PM and 700PM) connecting with OASTA buses in Mount Vernon two hours later.

Previously there were only four round trips on Sunday, but the new schedule provides seven.☐

COMMUNITY TRANSIT (Snohomish County Public Transportation Benefit Area dba) (CT)

LYNNWOOD, WA: September 12th brought the fall service change and introduced an All Day Pass for local service. The pass costs $1.60 (80 cents reduced) and entitles the bearer to ride local buses all day on the day of issue.

Local lines 250-MARYSVILLE LOCAL and 270-EVERETT-LAKE STEVENS were discontinued while NEW 260-MARYSVILLE-LAKE STEVENS was begun replacing portions of 250 and 270. 260 operates every 2 hours (1 bus).

Weekday midday and all weekend service on 760-

COMMUNITY TRANSIT
(Continued)

MARINER PARK & RIDE-PUGET PARK DRIVE was discontinued while In County Commuter Route 157 was extended to 232nd and 56th in Mountlake Terrace. A NEW Commuter Route, 421-MARYSVILLE PARK & RIDE-DOWNTOWN SEATTLE, was also inaugurated.

Earlier this year Local line 150-EDMONDS COMMUNITY COLLEGE-MILL CREEK was extended to 168 St and 35 Ave W and 150 trips

arriving Mill Creek were interlined with 160-MILL CREEK-LYNNWOOD PARK & RIDE.

170-MUKILTEO FERRY-LYNNWOOD PARK & RIDE and 180-EDMONDS-LYNNWOOD were also interlined connecting at Lynnwood Park & Ride.

777-MUKILTEO FERRY-BOEING was transferred to *EVERETT TRANSIT SYSTEM* as ET Line 25.□

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

WASHINGTON, DC: The FHWA has expanded its definition of for-hire carriage to include transportation of customers by hotels, car rental agencies and outdoors recreation enterprises, but excluded churches and schools.

These modes will now be subject to the Federal Motor Carriers Safety Regulations.

Transportation of students by schools and of members of the congregation by churches is considered private transportation and not subject to the same safety regulations.□

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: GLI recently placed TRIPS, a new passenger reservation and ticketing system, in service at its 228 top sales locations nationwide. The system had been in a test mode at 50 locations earlier this year.

Each location has a personal computer and ticket issuing machine and the computer is connected t a central information system in Dallas.

Customers who want to travel may call a toll free number (1-800-231-2222) and make a reservation for a particular schedule. The ticket purchase is also activated and may be paid for by credit card.

Reservations for intercity bus travel are relatively new and GLI officials recognize that most passengers will still not make reservations and the standard practice of purchasing a ticket close to departure time will continue. In these cases the sales location can make the reservation and sell the ticket simultaneously. However, the selected number of seats for reservations may already be booked. If the bus is filled a standby arrangement is an option, but the passenger would be encouraged to make a reservation on the next schedule or on one that has space.

GLI allots a certain number of seats for reservation on each schedule, but leaves open a number of seats for last minute customers and for those boarding in smaller towns enroute which are n part of the reservations system.

Two major advantages of TRIPS have been offered by GLI. The first is to allow passengers to know that they have a seat on the schedule reserved. Another is capacity management. If bookings substantially exceed the capacity of the bus to be assigned either a second section may be added or a larger capacity vehicle substituted.

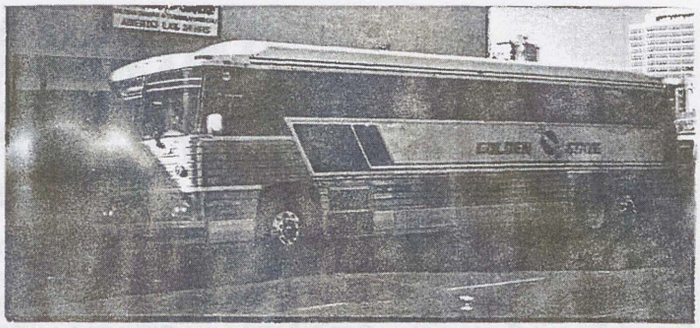
The GLI fleet continues to be updated. Last year 151 new MC-12 buses (1804-1954) were added to the fleet *(WT 8/92)* with 100 more being delivered throughout 1993 *(Ed. Note - 2132 is highest number observed so far)*. Several hundred more (up to 430) are expected through 1994.□

GREYHOUND LINES OF CANADA (GLC)

CALGARY, ALBERTA: The MCI 102C3s most recently delivered to GLC have hitches for Bus Package Express (BPX) trailers. Permission ha been received to run buses with trailers in th Province of Alberta. British Columbia is expected to grant similar authority.□

GOLDEN STATE TRANSPORTATION COMPANY

Los Angeles, California



FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
01	TMC	MC-8	T46-526/1557	1976	1
02	MCI	MC-8	U30701/S10546	1974	2
60	MCI	MC-8	U30122/S10687	1974	3
80	MCI	MC-9	U34791/S14672	03/80	4
86	MCI	MC-8	U30882/S11196	1975	5
88	TMC	MC-8	T78-887/1925	05/77	6
90	MCI	MC-9		1983	7
91	TMC	MC-8	T78-912/1928	05/77	8
95	MCI	MC-9	U34963/S14683	04/80	9
98	TMC	MC-8	T57-562/1301	1976	10
99	MCI	MC-8	U30175/S10256	1973	11
101	TMC	MC-9	T1/1-1677/2671	04/79	12
105	TMC	102A3	HROO6273	11/87	13
152	TMC	MC-9	T3/3-1977/2908	12/79	14
163	MCI	MC-9	U35030/S14691	04/80	15
[illegible]0	TMC	MC-8	T89-1032/1808	1977	16
215	TMC	102A3	HROO6121	1987	17
265	MCI	MC-8	U30349/S10448	1974	18
274	MCI	MC-9	U35497/S15251	1980	19
280	TMC	102A3	HROO6055	1987	20
371	TMC	MC-9	T1/1-1704/2638	05/79	21
405	TMC	MC-9	T3/3-1931/2800	11/79	22
523	TMC	MC-9	T3/3-1926/2798	11/79	23
580	TMC	102A3	HROO6220	11/87	24
598	TMC	102A3	HROO6245	11/87	25
605	MCI	MC-8	U32658/S13173	1978	26
695	TMC	MC-9	T1/1-1637/2539	05/79	27
710	TMC	MC-8	T910-1129/2029	1978	28
777	MCI	MC-8	U30429/S10919	1974	29
805	TMC	MC-9	T2/2-1833/2708	05/79	30
905	TMC	MC-9	T3/3-2005/2859	01/80	31

-NOTES-

1. Ex Greyhound Lines 5343.
2. Ex GLOLA 477.
3. Ex Casablanca Express.
4. Ex Carolina Coach (NC) 85971.
5. Ex Greyhound Lines 2288.
6. Ex Greyhound Lines 1159.
7. Ex ?
8. Ex Greyhound Lines 7769.
9. Ex Carolina Coach (NC) 85981.
10. Ex Greyhound Lines 7705.
11. Ex Greyhound Lines 3256.
12. Ex Bus Sales Corp 936.
13. Ex Greyhound Lines 2128.
14. Ex TNM & O Coaches (TX) L857.
15. Ex Carolina Coach (NC) 85990.
16. Ex Greyhound Lines 4620.
17. Ex Greyhound Lines 2009.
18. Ex Greyhound Lines 4307.
19. Ex Carolina Coach (NC) 85711.
20. Ex Greyhound Lines 1865.
21. Ex Vermont Transit Lines V791.
22. Ex Greyhound Lines 6485.
23. Ex Greyhound Lines 6483.
24. Ex Greyhound Lines 2077.
25. Ex Greyhound Lines 2102.
26. Ex ?
27. Ex Greyhound Lines 8214.
28. Ex Greyhound Lines 7860.
29. Ex ?
30. Ex Greyhound Lines 6393.
31. Ex Greyhound Lines 6544.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LADOT	93021-93024	Ford Econo 350	Collins Diplomat/PHA61111-114	12/92	
USA Charter-San Francisco	303	Goshen	Americoach/P2010259	1993	Intercity
AC Transit	1800-1829	New Flyer	D60-89/KUO13350-379	1989	
Everett Transit System	2418-2420	Gillig	35102TBL10/N1084457-459	1992	
San Luis Obispo Transit		Gillig	4096TB6V92TA/N1084533-534	1992	
Comm Urban Bus Sys (WA)	4221	Gillig	3096TBL10/N1084536	1992	
Laidlaw Transit (Denver)	3001-3020	Gillig	40102TB6V92TA/N1084537-556	1992	
UNITRANS (UC-Davis)		Gillig	3096TB6V92TAC/N1084559-560	1992	
Lompoc Transit System	1687	Gillig	3096TB6V92/N1084562	1992	
Chico Area Transit System	921-924	Gillig	35102TB6V92TA/N1084574-577	1992	
Island Transit (WA)	106-108	Gillig	3596TB6V92/N1084721-723	1992	
AC Transit	2801-2860	Gillig	40102TB6V92TAC/P1084650-709	1-2/93	
SCRRA	870-871	GMED	F59PH/926345-1 - 926345-2	1993	Engines
Royal Coach Tours	593	MCI	102DL3/PPO45473	1993	
Trans Hawaiian (HI)	439	TMC	102C3/KROO7427	1989	
Long Beach Transit	9301-9304	TMC	T80608/	04/93	
	9305-9310	TMC	T80608/PR829312-317	04/93	
	9311-9320	TMC	T80608/	04/93	
Orange County T. A.	7107-7110	VolvoGMC	Series 7/RN652660,661,659,658	8-9/93	Tractor
	7607-7610	SuperBus	Trailer Bus/PT001111-114	08/93	Trailer
SCRRA	151-156	UTDC	91-85-RTC-2-85-L/2003-2008	3-4/93	Coaches
-USED-					
Tres Estrellas De Oro	60	Eagle	AE-10/EBO20597	1984	1
	70	Eagle	AE-10/FBO20607	1985	2
Benicia Transit	8604	Gillig	3096TB6V92/F1081445	12/85	3
UNI Charter	4502	MAN	22-280/-	--	4
Scenic Airlines (NV)	105	MCI	MC-9/U34303 S14172	1979	5
Pac Coast Sghstg Tours	3922	MCI	MC-9/EPO38758	1984	6
Air Nevada (NV)	902	SVMC	5000/JC143274	1988	7
American Tour & Leasing	919-920	TMC	102A3/HROO6032-033	1987	8
-DISPOSITIONS-					
Santa Barbara MTD	242,244	Gillig	3596T6V92/B1080013,015	1981	9
	246-249	Gillig	3596T6V92/B1080017-020	1981	9
	251,253,255	Gillig	3596T6V92/B1080022,024,026	1981	9

-NOTES-

1. Ex Greyhound 7713 (CWL 14111).
2. Ex Greyhound 7767 (ABL 25169).
3. Ex Johnson County Transit (KS) 36.
4. Ex ?
5. Ex Fun Bus Systems 7902.
6. Renumbered from 4722 after Stewart & Stevenson lift installed.
7. Ex California Parlor Car Tours 20.
8. Ex Starline Sightseeing Tours STAR 69-70.
9. For sale via sealed bids.

FILLMORE AREA TRANSIT CORPORATION

On August 1, 1973 the United States was in the throes of an OPEC engineered oil crunch. As gasoline prices continued upward on a seemingly endless spiral, alternatives to California's love affair with the automobile were gaining increased acceptance. Legislators in Sacramento passed the Transportation Development Act, thereby establishing an on-going funding source for public transit options. Soon thereafter, the cities of Oxnard and Ventura agreed to merge their municipally owned bus lines, OXNARD MUNICIPAL TRANSIT LINES and CITIZENS TRANSIT LINES. The new joint powers agency would be known as the SOUTH COAST AREA TRANSIT or SCAT and would also serve Ojai, Port Hueneme and Santa Paula.

Not far from this scene lie the community of Fillmore in the eastern part of the county. Fillmore: rural, sparsely populated and -more importantly- not within SCAT's developing service plan.

Fillmore's (then) city manager felt he could see the handwriting on the wall. Local tax revenues would be funneled westward to help finance a transit operation that had no plans for serving his citizens. Intent on remedying this perceived inequity, each of Fillmore's automobile dealers was asked to submit a proposal for transit service within the community. The Morris', long time Fillmore residents and owners of the local Chevrolet and Oldsmobile dealerships, were selected as the first (and, to date, only) transit contractor.

A fourteen passenger Chevrolet school bus was purchased. The city handled reservations and supplied both the fuel and required insurance. And so was born FILLMORE AREA TRANSIT. The operating budget for the first two years was a mere $1,400 per month, just enough to cover the salary of the single employee-driver. Judging from the collection of "fan letters" within the Morris' archives, public reaction to the new service was overwhelmingly supportive. The initial fare level had a rather unorthodox two tier structure: fifteen cents or free, depending on the rider's ability to pay.

In 1976 neighboring Piru requested inclusion in FAT's demand-responsive routings. As ridership increased additional drivers and frequencies were added. During the summer of 1979 it became necessary to apply to the California Public Utilities Commission for a fixed route certificate as the firm then operated less than 98 per cent of its service within the boundaries of a single incorporated city (the threshold which requires PUC action). Following PUC approval and issuance of certificate PSC-1202 and charter certificate TCP-1202B, FILLMORE AREA TRANSIT was incorporated and has since been known as FATCO.

More equipment was acquired - a second Chevrolet 14 passenger bus, an 18 passenger van and a 44 passenger school bus. FATCO introduced four weekday round trips to the Ventura County government center, all the while maintaining its operations throughout the eastern areas of the county.

Two significant service expansions occurred during 1981. In May, the Association for Retarded Citizens, in Simi

Valley, contracted with FATCO to provide transportation to its rehabilitation center for program participants. In the fall scheduled service to and from nearby Moorpark College was initiated.

In response to a growing demand for both senior citizen and school pupil charters, FATCO purchased a former GREYHOUND LINES, INC. General Motors PD-4104 intercity coach in 1985. Later that same year FATCO was invited to bid on supplying transit service within the nearby City of Ojai. This expansion opportunity was passed because FATCO was then operating at full capacity and FATCO's management was convinced that the needs of Ojai residents would be better served by a locally owned operation.

At this time FATCO has fourteen employees, most of whom are local retirees. Farebox recovery averages 15 per cent. During the past two years ridership has held steady at more than 5,000 passengers each month. FATCO's fare levels have remained unchanged since 1986. Cash fares are 50 cents for the Fillmore City Run, $1.00 for Fillmore Dial-A-Ride, Fillmore-Piru or Fillmore-Santa Paula and $1.50 for either Fillmore-Ventura or Santa Paula-Ventura. Monthly passes are also available. Fillmore-Santa Paula passes are $30.00. Fillmore-Ventura passes cost $35.00. Passes between Santa Paula and Ventura are $35.00 although there is a special price of $25.00 for either only the AM or PM trips.

This past summer FATCO adjusted the four Fillmore-Santa Paula-Ventura round trips to serve the Ventura County Fair in Ventura during the week of August 23-27 by making a slight diversion off the regular route. Regular one way and round trip fares applied.

What lies ahead for this private entity operating in a publicly dominated environment? Fundamental changes are about to take place in Ventura County transit circles. Beginning this coming January the Ventura County Transportation Commission will introduce its VISTA (Ventura Intercity Service Transit Authority) program. As a result, FATCO's existing operations within the Highway 126 corridor (Fillmore-Santa Paula-Ventura), Fillmore intracity service and Fillmore-Piru will come up for bid. FATCO has expressed interest in participating in the VISTA bid process.

FILLMORE AREA TRANSIT CORPORATION ROSTER

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
3	Interntl	Wayne	D0822GHB21080	1978	
4	Interntl	Wayne	BA182JHB21127	1980	
8	GMC	PD-4104	2379	1957	1
10	GMC	Bluebird	TSE635V611092	1976	
11	GMC	Bluebird	TSE635V601085	1976	2
12	Ford Econ	El Dor Falcon	JHB65402	1988	2
14	Ford Econ	Wayne Midtowner	KHC28642	1989	
15	Chevrolet	Beauville	K4112600	1989	

-NOTES-

1. Originally Southwestern Greyhound Lines S-963.
2. Lift equipped buses.

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Supplement to the October 1993 issue of *Western Transit*

THE BUS THAT GOES IN CIRCLES

TOM EVANS PART 1

The summer of 1977 saw the arrival of a new tour bus company in San Diego - THE BUS THAT GOES IN CIRCLES, INC.

TBTGIC was owned by Thomas W. (Tom) Evans who had managed several transit systems including MEMPHIS TRANSIT AUTHORITY and CHAMPAIGN-URBANA TRANSIT DISTRICT and was, in effect, a narrated sightseeing tour of San Diego on a transit bus. Passengers could buy All Day Passes (passes could be valid for up to three days) and get on and off at selected stops proceeding at their own speed.

CIRCLES

The TBTGIC route was a large two way loop (THISAWAY and THATAWAY) connecting Downtown with Harbor excursions, San Diego Airport, Harbor Island, Shelter Island, Mission Bay, Sea World, Old Town, Mission Valley Hotel Circle, Balboa Park, San Diego Zoo and museums and downtown. Round trip travel time was two hours covering 37 miles. Buses operated daily and the first trip of the day left the Westgate America Hotel downtown at 822AM (THISAWAY) and 829AM (THATAWAY) with a two hour headway until the last trips at 622PM (629PM). The fleet included five GMC TDH-5105s originally from Omaha.

In March 1980 the Cities of Imperial Beach and Coronado, as a joint powers agency, issued an RFP for a bus service between the, then under construction, Palm Avenue Trolley Station of SAN DIEGO TROLLEY, Imperial Beach, Coronado and North Island Naval Air Station with bidders either supplying their own buses or leasing MTDB owned units.

Line 170-STRAND STREAKER began April 28, 1980 with TBTGIC as contractor using four former DENVER RTD Flxible New Looks owned by MTDB (CIRCLES 5330-5333). Initially Monday thru Saturday service was provided with Sunday operations added during 1981.

Sightseeing wise, the firm continued to operate the CIRCLES Tour, but with one bus on a 135 minute headway on the THISAWAY route only.

In the summer of 1981 TBTGIC was selected as the SAN DIEGO COUNTY TRANSIT SYSTEM's first contractor for the NEW weekday peak hour commute service. Line 810-ESCONDIDO-SAN DIEGO began October 5 (two trips using two GMC PD-4106s) while 800-OCEANSIDE-SAN DIEGO began in November, also using intercity buses.

On January 1, 1982 TBTGIC joined the American Sightseeing Association and began doing business as AMERICAN SIGHTSEEING TOURS SAN DIEGO offering a daily one way sightseeing tour between Coronado, San Diego, Anaheim and Los Angeles which featured narration enroute, luggage handling and information about the area being visited. The trip began at 800AM from the Hotel Del Coronado, serving several San Diego and La Jolla hotels, then along County Highway 21 (former US Highway 101) to Oceanside, Interstate 5 to San Clemente joining Pacific Coast Highway to Newport Beach, then MacArthur Boulevard to Newport Freeway and Santa Ana Freeway (serving Grand Hotel in Anaheim), Santa Monica and Harbor Freeways to downtown Los Angeles and the Hilton Hotel. The return trip departed the Hilton at 130PM serving the same points enroute. Only one way fares were charged and reservations were not required. AST 302 (PD 4107/061) was repainted into what became the new TBTGIC scheme - white roof, dark blue around the window areas, light blue trim and two red stripes and used on the tour.

AMERICAN Sightseeing INTERNATIONAL

By mid 1982 SAN DIEGO TRANSIT CORPORATION service outside the City of San Diego was operated under contract to the political jurisdictions. In May of that year the Strand Express Joint Powers Agency, funded by the Cities of Imperial Beach and Coronado awarded a five year service contract to TBTGIC for an operation (Line 901-IMPERIAL BEACH-CORONADO-SAN DIEGO) to replace the STRAND STREAKER and that portion of SDTC Line 9-CORONADO-PACIFIC BEACH between the Amphibious Base and downtown San Diego beginning July 1, 1982. The service did commence, but in a midst of political discussions

over which body regulated bus service within the city. The METROPOLITAN TRANSIT DEVELOPMENT BOARD met with all involved parties to resolve the issues which included a recommendation calling for an amendment to the Municipal Code and legislation to define the roles of the city, MTDB, private operators and the Public Utilities Commission.

In late 1983 TBTGIC changed its corporate name to SOUTHWEST COACHES, INC. By that time the CIRCLES Tour (San Diego sightseeing) and the per capita SAN DIEGO-ANAHEIM-LOS ANGELES one way tour were no longer being operated. The SDCTS and 901-IMPERIAL BEACH-SAN DIEGO lines were still operated under contracts to the sponsoring agencies.

YELLOW AND PINK BUS LINES, also known as TRANSPORTES AMARILLO Y ROSA, affiliated with SWC, began operating NEW service between San Diego and San Ysidro on August 1, 1985 over an alignment similar to the SAN DIEGO TRANSIT CORP Line 32 which was altered in 1981 when the SAN DIEGO TROLLEY commenced operations. The YAPBL fleet included eight former MEMPHIS air conditioned TDH-5303s painted rose and yellow and white. This service was provided in a heavily traveled corridor without benefit of public subsidy.

In September 1987 SWC began operating Line 932-SAN YSIDRO-CHULA VISTA-NATIONAL CITY-SAN DIEGO as a part of the Metropolitan Transit System which replaced the YAPBL route and SDTC 32-CHULA VISTA-SAN YSIDRO. Regular MTS fares and transfers applied and the fleet included nine Flxible New Looks from ATLANTA.

SWC was awarded a five year contract, in 1989, to provide service on the 901, NEW 902-SAN DIEGO-CORONADO, NEW 903-SAN DIEGO-NORTHISLAND-CORONADO, 933/934-IMPERIAL BEACH LOCAL (former SDTC 33/33A), weekday evening service on 13-SDSU-SOUTHEAST SAN DIEGO and weekday and Saturday evening service on 36-COLLEGE AVE- SPRING VALLEY (SDTC continues to operate daytime service on 13 and 36). SWC purchased 13 1981/82 GMD T8H5307A buses from QUEENS TRANSIT and STEINWAY TRANSIT in New York and had front door Stewart & Stevenson lifts installed for use on these lines.

About 1986 Tom Evans returned to the midwest, started INDIANAPOLIS & SUBURBAN RAILROAD and then purchased the main route of INDIANA MOTOR BUS COMPANY forming the new AMERICAN BUSLINES, INC. With the downsizing of TRAILWAYS and GREYHOUND smaller operators have had expansion opportunities. Mr. Evans has expanded ABL to six routes including segments of former GL routes and a fleet of 23 buses.

ABL is a growing concern and operations 2000 miles away in San Diego were difficult to manage in absentia. AMERICAN TRANSIT CORPORATION was on a expansion program even before its takeover by VANCOM, INC. In July 1992 SWC was sold to ATC which should allow each firm to better function and give a better return on the investment.

SWC and affiliates had a fleet of seven new and 185 used (some not utilized in service) buses over the years. Their complete roster is shown in this supplement.

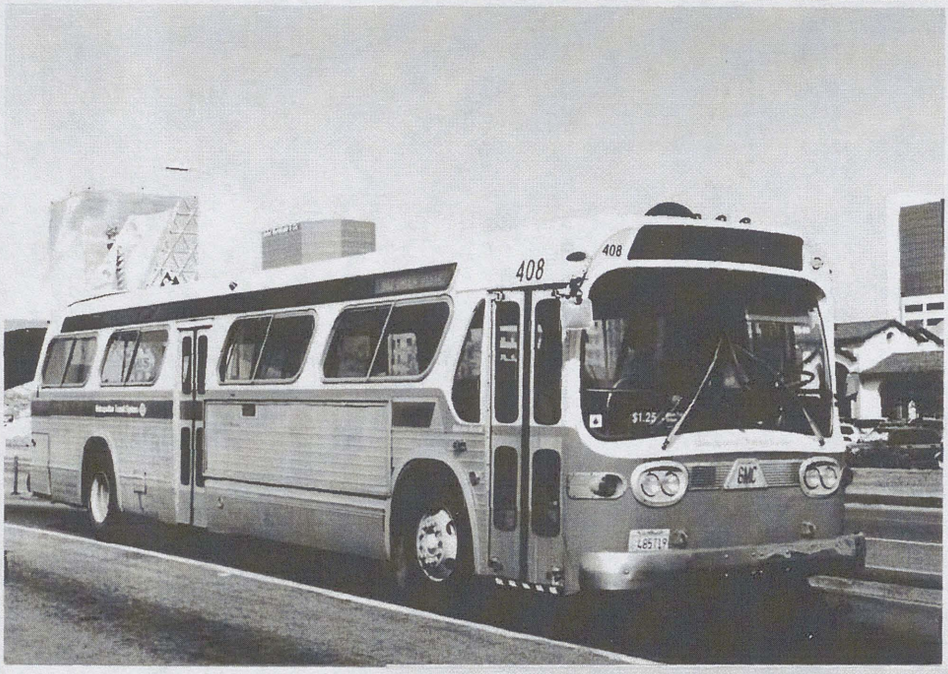
Southwest Coaches Inc.

In today's transit world there are, generally speaking, two kinds of operations - a publicly owned and operated system or a publicly owned and privately operated (partially or totally) under contract.

For a period of about a dozen of its years in San Diego TBTGIC and affiliates not only operated contract service for several public agencies, but also operated two tour routes for about six years and inaugurated and operated one local fixed route for three years.

American Sightseeing Tours 201 (former RTD 5607) at Escondido yard in 1985.





Metropolitan Transit System 408 (former San Diego Transit 408) on Harbor Drive in the last days of SWC operations.

Southwest Coaches 190 (former Steinway Transit (NY) 19) at San Diego State University terminal in 1992.



Besides the buses used on TBTGIC, ASTSD, SWC, AYR and MTS, an additional 64 buses were purchased for use during the 1984 Summer Olympics games in Los Angeles and then sold off, many to Mexico, and 3 more were purchased for use as parts buses.

TBTGIC OLYMPICS ROSTER INFORMATION

FLEET #'S	BUILDER	MODEL	SERIAL NUMBERS	YEAR	NOTES
401-404	GMC	TDH-4519	1218-1221	1966	A
407-408	GMC	TDH-4519	1433-1434	1966	A
412	GMC	TDH-4519	1438	1966	A
862	GMC	TDH-5303	210	1963	A
864-878	GMC	TDH-5303	212-226	1963	A
879	GMC	TDH-5303	1694	1964	A
881-889	GMC	TDH-5303	1696-1704	1964	A
891-899	GMC	TDH-5303	1706-1714	1964	A
903-906	GMC	TDH-5303	1718-1721	1964	A
909	GMC	TDH-5303	1724	1964	A
911-914	GMC	TDH-5303	1726-1729	1964	A
969	GMC	TDH-5303	3000	1965	A
971-979	GMC	TDH-5303	3002-3010	1965	A
4570,4575	GMC	T6H-4521A	028,033	1968	B
4577,4579	GMC	T6H-4521A	496,498	1969	B
4582,4585	GMC	T6H-4521A	590,593	1970	B
4587,4589	GMC	T6H-4521A	595,597	1970	B
4590,4592	GMC	T6H-4521A	598,600	1970	B
4593,4595	GMC	T6H-4521A	601,603	1970	B
921,924	GMC	TDH-5303	2803,2806	1965	C
7655	AM General	10240A-8	000123	1976	D

NOTES

A. Ex Memphis (TN), same numbers.
B. Ex Long Beach Transit, same numbers.
C. Ex Columbus (OH), same numbers.
D. Ex Indianapolis (IN), same number.

Disposition of these buses includes the following:

401-404, 408 and 412 to Azul Y Blanco in Tijuana.
407 and 899 donated to Western Oklahoma Vocational Tech in Clinton, Oklahoma.
882, 884-887, 906, 911 and 914 to Yellow & Pink Bus Lines in San Diego, same numbers.
977 donated to Navajo Transit System in Window Rock, Arizona.
4577, 4579 and 4593 to Southwest Coaches 170-172 in San Diego.
4570, 4575, 4582, 4585, 4587, 4589, 4590, 4592 and 4595 to Azul Y Blanco.
921 reconditioned and taken to Indiana operation.
924 and 7655 used for parts.
Three other TDH-5303s parted out.
Remaining TDH-5303s to Verde Y Crema in Tijuana.

Special thanks to Tom Evans for providing the details of the 1984 Summer Olympics fleet as well as filling in the gaps in some of the other information.

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