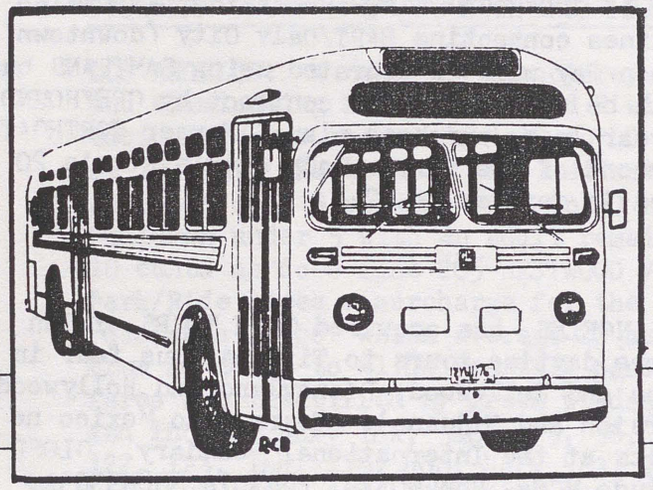


Western Transit

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SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: April 4th changes saw lines 40E-EAST EL CAMINO and 40G-CIPPIANI thru routed at their common northern terminus (Hillsdale Shopping Center) and redesignated 40E/G-HILLSP-CIPRIANI thus dreating a U shaped line from Belmont City Hall to Alameda and Ralston via Hillsdale. HBAdways were lengthened from 30 to 60 minutely weekdays between 9AM and 3PM on 40E and 830AM-230PM and 330PM-630PM on 40G and on Saturday from start of service at 10AM until 3PM on 40E and all day on 40G. Requirements are reduced from 2 to 1 bus during periods of hourly headways. 40R-RALSTON AVENUE had the counterclockwise loop at its east end through the Redwood Shores developement enlarged while the Hallmark Drive jog south from Ralston to Wakefield and return was dropped as was the City Hall jog on May 14th. 45B-BELMONT HEIGHTS had its eastern terminal cut back from Marine World/Africa USA to Ralston and Hiller and the City Hall detour was dropped in favor of a jog via Alameda, Carlmont, Lake, Lyell, Continental and Ciprani. 45C-CHULA VISTA' eastern terminal changed from City Hall to Ralston and Hiller and midday headways lengthened to hourly and Saturday service hourly from start at 10AM until 2PM, then 30 minutely. Belmont division operating hours on weekdays shortened from 6AM-7PM to 630AM-630PM but lengthened on Saturday from 10AM 500PM to 930AM-530PM. On April 11 East Palo Alto Line 50V-UNIVERSITY-IVY was cut back from Stanford Shopping Center to Palo Alto S. P. Depot shortening running times by 3 minutes and improving schedule performance on this heavily used line. Transfer connections to Stanford are available with 50A-ALPINE ROAD or SANTA CLARA COUNTY TRANSIT DISTRICT 23-SAN JOSE-STANFORD or 86-MAYFIELD MALL-STANFORD. Brisbane service was reorganized on April 18th as former 20B-BAYSHORE HIGHWAY (ex BT 2) and 20C-BRISBANE-TANFORAN (ex BT 3) whose official number had been reassigned to new Daly City division 20C-SERRAMONTE on January 3, were merged and renamed 24B BAYSHORE with extensions from Tanforan to San Bruno CBD on the south and into Visitacion Valley on the north. 20G-GUADALUPE CANYON PARKWAY (ex BT 1) which connects BART/Daly City with Brisbane via San Bruno Mtn was renumbered 24G. 24B begins at Arleta and Bayshore (SF) via Bayshore, Visitacion, Schwerr Martin, Acacia, Geneva, Bayshore, Guadalupe Canyon Pkwy, No. Hill (Crocker Industrial Park), Valley, Bayshore, Old County Rd, Visitacion to Brisbane City Hall, then looping thru the hilly and winding Brisbane residential section via San Bruno, Glen, San Benito, Sierra Point, Klamath and Visitacion to City Hall, then Old County, Bayshore, Randolph (So SF), Madrone, Chapman, Bayshore Linden, Miller, Spruce, Huntington, Sneath, Tanforan Center roads, Huntington and San Mateo to El Camino looping back to San Mateo via ECR and Jenevein. Two buses hourly on weekdays 655AM to 555PM and one bus 120 minutely 855AM to 646PM Saturdays which routing does not include the Industrial Park. 24G from BART/Daly City via John Daly, Mission, East Market, Atlanta, Guadalupe Canyon, No. Hill, Valley, Bayshore, Old County and Brisbane loop as per 24B terminating at City Hall Service weekdays only 617AM-817AM and 317PM-617PM one bus hourly. Equipment consists of 258-259 (ex BT 1-2), 16 passenger Wayne bodies on 1974 Dodge Sportsvan chassis, supplemented by other minibus types, which were among the last predecessor system buses to be painted SAMTRANS colors. The San Carlos division had new schedules effective May 2nd including hourly midday headways on 46B-BRITTAN HEIGHTS and operating hours reduced from 530A-630P to 620A-600P with similar changes on 46C-CARLMONT. 46S-SEQUOIA remained 30 minutely weekdays and Saturday and Saturday only com-

SAMTRANS Continued - bined 46B-BRITTAN HEIGHTS VIA CARLMONT (hourly) remained unchanged. July 2nd has been announced as the date of take over of GREYHOUND LINES Coastside, El Camino Real and Bayshore commute services. The Coastside lines connecting BART/Daly City (downtown San Francisco on weekends) with Pacifica and Half Moon Bay will be operated using SAMTRANS buses and operators while the remainder of the service will be operated under contract by GREYHOUND LINES-WEST with the buses being acquired on a five year lease/purchase plan. Former NORTHGATE TRANSIT #33 (1 door TGH 3102/1418) has become the second of the former Daly City'system's 20 bus fleet to be painted in SAMTRANS colors and placed in service as #243.

GRAY LINE OF SAN DIEGO (GLOSD)

SAN DIEGO: GLOSD, affiliated with GRAY LINE OF LOS ANGELES, has acquired CUSH TOURS of San Diego and is now offering seven San Diego tours, three daytime tours to Tijuana plus four in the evening and four all day tours (Universal Studios and Hollywood, Disneyland and Hollywood, San Diego Zoo and Sea World, San Diego, Harbor Excursion and Tijuana). Tours into Mexico no longer will require change of buses or elongated waits at the International Boundary. GLOSD buses are part of the Los Angeles fleet and may include MC8s, P8M4905As, PD4107s, S8M5303As and Flxible suburban F2D6V-401-7s.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: A number of route changes occurred June 19th as listed below while July 1st saw an increase in fares on Express lines. Lines 20, 30, 50, 80, 90, 100 and 110 now cost 50 cents with seniors and disabled 25¢ and students to 12th grade 35¢. Monthly passes will be Saver Pass $20, Gold Pass (seniors and disabled) $10 and Students $14. Transfers and regular monthly passe will be honored upon payment of cash differential. June changes included extending alternate trips on Line 6-LOMA PORTAL-NORTH PARK to Central and Thorn, other trips continuing to 30th and Redwood; half hourly headways on 9-CORONADO; extension of once an hour service to San Diego State University via Aldine, Fairmount and Montezuma on 11-KENSINGTON-SPRING VALLEY; Line 14-LA JOLLA-SOLEDAD MOUNTAIN-SAN DIEGO will now terminate at Bond and Grand in Mission Bay with timed transfers to Line 30 for downtown; extension of 21-MIRA MESA-TORREY PINES to Sorrento Valley and Del Mar Heights; Line 28-CATALINA BLVD will now operate between Cabrillo National Monument and Midway and Rosecrans; Line 32-OCEAN BEACH-SAN YSIDRO will be divided in two operating between the Border and Harbor & Ash while a new Line 35-OCEAN BEACH-SAN DIEGO will run between Point Loma area and 13th & Broadway; Line 41-FASHION VALLEY-DEL MAR HEIGHTS will operate along North Torrey Pines Road serving the VA Hospital and UCSD and 55-CORONADO LOCAL will operate fro 600AM until 600PM and all trips will serve Coronado Cays and Silver Strand State Beach Park.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The PUC, on March 22, 1977, issued a Supplemental Order amending certain sectio of the Charter Party Act which order will make it more difficult for an individual to operate a bus in charter service using another's Charter Party Certificate, heretofore a common practice. Under the new requirements a Charter Party carrier may not lease a bus from another unless the driver of the leased bus is under the complete supervision, direction and control of the operating carrier and is: (a) an employee of the operating carrier, or (b) an employee of a public transit agency or another Commission authroized carrier that owns or possesses the bus by virtu of a bona fide full time lease arrangement of 30 days or longer. This agreement for the utilization of the second carrier's vehicle and driver shall be evidenced by written contract betwee the carriers. (c) An owner-driver, himself, holds Commission authority as a specialized charte party carrier, pursuant to Public Utilities Code Section 5384(c). Such owner-operator permit shall be limited to one vehicle.

BARSTOW DIAL A RIDE (BDAR)

BARSTOW: Dial A Ride in this high desert town has really caught on with an average of 1026 ride per week using the system of three cars (a fourth was due in June). Average ride time is 9.3 minutes with average response time at 22 minutes. Opening of the Barstow Mall has increased the patronage.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: A new fare structure, based on the use of RTD's local or express buses and eliminating Zones 1, 1A and 2 within Los Angeles County, went into effect July 1. Basic fare was raised from 35 to 40 cents ($18 monthly pass), Senior Citizens stayed at 10 cents ($4 monthly pass) and students remained at 25 cents until September 1st when the cash fare will rise to 40 cents but a new $12 monthly pass will be offered. Children under 5 with an adult remain free as do legally blind and transfers remain 10 cents as does Line 205-WESTWOOD VILLAGE MINI-BUS LOOP. For riders on freeway and Park/Ride lines a surcharge for the length of travel has been imposed in the form of "distance steps" which average 20 cents for each 4 miles of travel with fares ranging from 40 cents to $1.40 (monthly passes $18 to $48). All lines charging the premium fares are identified by green windshield cards reading either "EXPRESS" or "BUSWAY" and include 5EX, 7EX, 34EX, 35, 36, 39EX, 42EX, 44EX, 56EX, 86EX, 88, 91EX, 93EX, 121, 122, 123, 144, 176, 480, 482, 483, 484, 485, 486, 487, 488, 490, 491, 492, 493, 494, 496, 601, 602, 604, 605, 606, 607, 608, 716, 721, 737, 755, 757, 758, 760, 764, 770, 800, 801, 802, 810, 813, 814 and 820. In adopting the new fare structure and a record $232 million budget RTD officials indicated the increased fares were caused primarily by expansion of RTD service over the past few years (patronage up 60 per cent over 1972) along with spiraling, two transit strikes in 1974 and 1976 and the continued reduction in funding from Los Angeles County (from $27 million in 1974 to $5.2 million this year). The RTD Board dropped a proposal to eliminate seven "low ridership" lines (believed to include 814, 821, 844, 869, 870 and 875) and instead elected to continue a program of reducing or eliminating night and weekend service. The Board also approved a 5 3/4% wage increase for about 700 non contract employees and raised General Manager Jack Gilstrap's salary 3% - to $54,000. Dispite the county's elimination of their 20 per cent annual support of the downtown mini-bus program, Directors voted to combine Lines 200 and 202 into a single line effective July 5, reinstate Saturday service and reduce the Mini-Bus fare to 15 cents (from a quarter). Line 202-CHINATOWN-OLVERA STREET-CALIFORNIA MART-OCCIDENTAL CENTER will begin at Bernard and Broadway via Broadway, Alpine, Alameda, Los Angeles, 1st, Hope/Flower, 7th, Spring into Main, 11th, Hill, 12th and Main to 11th returning via Main, 7th and reverse routing to Chinatown. Weekday service will operate between 700AM and 630PM at headways varying from 5 to 10 minutes with Saturday service between 9AM and 4PM on a 6 minute headway.

Sunday June 26th was the last day of operation of Sunday service on Line 205-WESTWOOD VILLAGE MINI-BUS LOOP. Friday evening and Saturday daytime and evening service remains.

On May 31st an alternate route was established, weekdays only, on northbound Line 451 trips to be able to serve the Pomona Fairgrounds Park-N-Ride Lot. This routing along McKinley from Garey to the Fairgrounds Lot and return is operated only upon passenger request and only between 9AM and 4PM for Line 764 patrons desiring to return to the lot.

Beginning July 10th Lines 43 and 430 were combined into a single service operating between El Monte Station and Cypress Ave & Verdugo Road in Glassell Park via Santa Anita Ave, San Bernardino Fwy, Flair Industrial Park roadways, Rosemead, Mission, Main, Garfield, Mission, Pasadena Ave, York Blvd, Figueroa, Avenue 50, El Paso Dr, Division St and Cypress to Verdugo. The line will operate out of Divisions 9 and 10 using both 1400s (TDH3501s) and 4300s (111-DD-D06-1s). Weekday service will operate the full length of the line while weekend service will be between York/Figueroa and El Monte.

Black window repainted buses include 1102, 1104, 1106, 1111, 2237, 2265, 2330, 5510, 5812 and 5993.

TRANSIT IN RIVERSIDE COUNTY

New buses and new routings of the new SUNLINE TRANSIT AGENCY, due to start in the fall if the buses are delivered on time, will not all begin at once but rather will be phased in. The system will start in Palm Springs, already operating a municipal bus network, then expanded into Desert Hot Springs, then comes the "backbone" line to Indio, then Palm Desert and Coachella. Twelve new Flxible HD-31 buses, which will comrise the bulk of the 21 bus fleet are currently being produced. The system has a budget of $990,027 with total revenues expected to be $1,288,256 from passenger fares, gas taxes and federal grant funds. Lee Norwine, presently administrative assistant in the Department of Transportation and Operations for the City of Palm Springs and director of that city's bus operations has been selected STA General Manager. STA was established through a joint powers agreement of the cities of Indio, Coachella, Palm Desert, Desert Hot Springs, Palm Springs and Riverside County and is charged with providing valley wide bus transportation using a new fleet of 30 passenger buses.

The City of Rancho Mirage, an affluent community between Palm Springs and Indio and the present home of former President and Mrs. Ford) has begun a Dial-A-Cab system which charges a 50 cent fare and will transport residents anywhere within the city limits plus four designated spots outside the city - Date Palm Shopping Center in Cathedral City, Eisenhower Medical Center, College of the Desert and Palms to Pines Shopping Center in Palm Desert. Service is offered 7AM-5PM Monday through Saturday.

The Rubidoux Orange Cab Company has assumed operations of the Rubidoux Dial A Ride with a basic fare of 50 cents (elderly and handicapped 25 cents). Service expansions will include Country Village and Pedley in about one month and will be handled by a 10 seat van set aside by ROC for this service.

RIVERSIDE TRANSIT AGENCY is planning changes since beginning service in March. Hourly rather than half hourly service will be offered on Line 1-MAGNOLIA AVE between downtown and UC-Riverside and between Tyler Mall and Loma Linda University but more evening service will be added, Lines 2 and 3 will move their terminal to Raincross Square and Line 6-TYLER MALL-MARCH AFB will have its schedule altered to accommodate work times at the base.

TRANSIT IN VENTURA COUNTY

SOUTH COAST AREA TRANSIT directors finally approved the much discussed fare increase to be effective July 1st-basic fare 35 cents, students 25 cents and seniors/disabled 15 cents retaining free ride privileges for children, blind and low income elderly. There will be a public hearing July 13 to consider modifications in service in unincorporated areas including deletion of service and/or service reductions or route revisions on the following lines-OJAI-THOMPSON BLVD, SANTA PAULA-WELLS CENTER, TELEGRAPH ROAD-SATICOY and BRISTOL RD-TELEPHONE RD. The County has agreed to fund transit at least through the end of August, but is still insisting on a change in the representation facotrs on the SCAT Board which would give the county as much power as Oxnard, currently the most powerful voting member. The City of Ojai, fearing an imminent cut off of bus service should the county withdraw its funding, is constantly discussing with county officials the need for continued funding. If any SCAT member drops out the proportionate share of members' funding will increase and Ojai believes the other members would feel continued support of the Ojai buses would be too costly.

County supervisors approved their share of the 1000 OAKS-VENTURA bus line funding, but changes including shortening the line to terminate at Buenaventura Fashion Center and a five cent fare increase effective July 1st were included in the financing deal.

The Fillmore City Council has approved payment of $3900 for continued city bus service out of revenue sharing funds. The van and driver are leased from a local auto agency and although a fixed route, the bus will deviate on request from its fixed route.

AIRPORTRANSIT (APT)

LOS ANGELES: In line with the requirements of the Federal District Court in San Diego an auction was held on June 25th to dispose of the assets of AIRPORTRANSIT, a subsidiary of YELLOW CAB COMPANY, which entered bankruptcy court earlier this year. An auction was also scheduled for July 8th at which the assets of YELLOW CAB COMPANY OF ALAMEDA COUNTY including three APT Flxible Starliners and the Northern Region Certificate of Public Convenience and Necessity (service to and from Oakland Airport and San Francisco Airport) were to be sold. A number of Minibuses have been acquired by CREW TRANSIT, INC. for the parking lot shuttle operations at Los Angeles Airport they are now performing and there were none offered for sale although sales of missing Flxettes and Minibuses are unknown (to WT). Among the assets were six Mercedes Benz 16 passenger air conditioned 0309Ds lettered for APT, two were painted red and cream and the rest were a solid cream. It is understood these were generally demonstrators and were secured in APT's final days although they never actually operated. Shown below is the final roster with disposition information.

Fleet No.	Make	Model/Serial	Year	Disposition
20	Flxette	571-KE/FX437	1973	$3800 - a Mr. Booker
21	Chevrolet	Metro Van	1973	$2450 - Ms. Janet Gillian
22	Chevrolet	Metro Van	1973	$2550 - Mr. Miller
206	Flxible	223DD1-D2/10718	1966	$3000 - unkn name (non op engine)
207	Flxible	223DD1-D2/10719	1966	$4800 - Hausmans Bus Sales
210	Flxible	233DD1-D2/10733	1967	$10000- Mr. Ing
211	Flxible	233DD1-D2/10734	1967	$5000 - unkn name
212	Flxible	233DD1-D2/10735	1967	$5000 - unkn name
213	Flxible	233DD1-D2/10736	1967	$4750 - Hausmans Bus Sales
214	MCI	MC5A/U6562S7168	1967	$13000- Melni Bus Service
215	MCI	MC5A/U6563S7169	1967	$13000- Melni Bus Service
216	GMC	PD4107/1258	1969	$15000- Hausmans Bus Sales
217	GMC	PD4107/1259	1969	$23000- Safeway Lines and Tour
218	GMC	PD4107/1260	1969	$23500- Fiesta Leasing
219	GMC	PD4107/1261	1969	$25000- Mr. Booker
220	GMC	P8M4905A/705	1974	$50000- Hausmans Bus Sales
221	GMC	P8M4905A/706	1974	$50000- Hausmans Bus Sales
424	Chevrolet	Metro Van	1973	$2500 - Mr. Ing
425	Chevrolet	Metro Van	1973	$2500 - Mr. Miller
701	M-B	0309D/10026366	1975	$24750- unkn name
702	M-B	0309D/10024026	1975	$22500- unkn name
703	M-B	0309D/10025064	1975	$22500- unkn name
704	M-B	0309D/10025083	1975	$22750- unkn name, same as 702
705	M-B	0309D/10025128	1975	$22750- unkn name
706	M-B	0309D/10025055	1975	$22750- unkn name
1032	Flx	373-ED-D1/31169	1966	$4200 - Hausmans Bus Sales
1033	Flx	373-ED-D1/31170	1966	Part of Oakland auction
1034	Flx	373-ED-D1/31166	1966	Part of Oakland auction
1035	Flx	373-ED-D1/31167	1966	Part of Oakland auction
1036	Flx	323-ED-D1-1/31199	1967	$4500 - unkn name

The Public Utilities Commission regular route certificate for the Southern Region as set forth in Decision 78126 including right, title and interest, if any; the Class A Charter Party Certificate (TCP 74-A) including right, title and interest, if any, and the Radial Highway Common Carrier Permit 1957693 were all sold, to three different parties and are subject to PUC approval prior to commencement of operations. Presently SCRTD is providing Los Angeles International Airport bus operations and AIRPORT SERVICE, INC. and GRAY LINE TOURS COMPANY have both filed for regular route certificates and it unknown when, if ever, there will be a change in the passenger bus operations as they affect LAX.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: The only Sunday service presently offered by LBMTL, Line 7-THE VILLAGE TROLLEY, was inaugurated on June 5th using as its vehicle, a replica of a San Francisco cable car. Service is operated along Pacific Coast Highway between Myrtle Street and Diamond Street from 1100AM until 600PM.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD Directors have voted to ask UMTA for permission to substitute 15 vans for 15 small buses in an already approved Capital Grant citing the increased cost of purchase of small buses and the very high maintenance costs. These vehicles would be used for either Dial-A-Ride or Dial-A-Lift operations. The "Tustin Nickel Bus", partly financed by a monthly OCTD contribution and operated for the city by ASSOCIATED (a 1 bus one way loop route), has been extended to operate through at least August 30th until OCTD officials get final details on the various community level transit systems being operated and will then make a determination if the subsidy should continue. City officials have indicated that without the transit district funding the system should not continue. Lines 137-FASHION SQUARE-MALL OF ORANGE VIA CAMBRIDGE and 138-THE CITY-ORANGE PARK ACRES VIA WALNUT were discontinued with the close of service July 5 and replaced the next day with a new ORANGE-VILLA PARK DIAL-A-RIDE operated by Yellow Cab Company of Northern Orange County, operator of DAR in Fullerton. YCC will use a mix of five Transcoach buses and seven 7 passenger sedans painted white with a orange stripe. DIAL A RIDE MANAGEMENT, INC., the firm that had been running Lines 137 and 138 and is operating the Dial A Lift program will find a end to its DAL contract on August 1 as PARAMED, INC. has been awarded a 15 month contract to operate the expanded Dial A Lift program (rather than COMMUNITY TRANSIT SERVICES, INC. as reported earlier) and will begin August 1 using twelve Transcoaches including nine presently being retrofitted with lift equipment.

LOS ANGELES COUNTY TRANSIT FUNDING

LOS ANGELES: The County Board of Supervisors has approved a $6.2 million subsidy for the next fiscal year for RTD and seven municipal carriers within the county. RTD received $5.2 million while LONG BEACH PUBLIC TRANSPORTATION CO. got $421,700; SANTA MONICA MUNICIPAL BUS LINES $275,270; TORRANCE TRANSIT SYSTEM $66,910; MONTEBELLO MUNICIPAL BUS LINES $79,470; GARDENA MUNICIPAL BUS LINES $70,493; CULVER CITY MUNCIPAL BUS LINES $40,679 and CITY OF COMMERCE MUNICIPAL BUS LINE $6235. Although voting to continue the subsidies one more year Supervisor James Hayes indicated he flet that RTD and the various cities should come up with a plan that included city support, not just county, for public transit. Cities contacted so far have declined to indicate financial support.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: SBMTD instituted a number of changes effective June 19th including removal for the summer of extra rush hour service on 7-MONTECITO-SUMMERLAND, elimination of the Stow Canyon loop on Line 10, extension of evening service on 11-ISLA VISTA on Saturday until 925PM and several changes on Line 20 including service to New Married Student Housing until 830PM weekdays, elimination of the Pasado/Camino Corto loop, a new routing including Pescadero and Seville between Sabado Tarde and Embarcadero Del Mar and the on campus loop around the Engineering Building and dormitories will be suspended for the summer. Line 24-STORKE RD-UCSB MINI-BUS EXPRESS buses are now pulling bicycle trailers and the service is dubbed "Bus N Bike Express". For an extra 15 cents bicycles are transported in the carrier and seating preference is given to bike riders at the line's five stops.

LAS VEGAS TRANSIT SYSTEM INC. (LVTS)

LAS VEGAS: Inaugurated on Janaury 13th and discontinued about the first of June was Line 11-PARADISE EXPRESS which began at Las Vegas Blvd South and Sahara Ave and traveled Sahara, Paradise Rd, into and through the Las Vegas Hilton Hotel grounds, Paradise, Convention Center Drive and Las Vegas Blvd South to Sahara. One bus operated on a 20 minute headway between 10AM and 230AM the next day. The bus passed many of the famous "Strip" hotels - Sahara, Hilton, Landmark, Royal Inn, Royal Las Vegas, Silver Slipper, Frontier, Stardust, Riviera, Circus Circus and Silverbird.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: A ten cent surcharge for riders of HOUTRAN buses living the Houston city limits was instituted on June 6th. The fare is charged inbound in the morning, outbound in the afternoon to allow Houston residents working days in another community to avoid paying the surchage. HOUTRAN officials indicated the extra charge will help defray the cost of operations formerly only subsidized by Houston taxpayers. The hours of the GALLERIA-POST OAK Minibus route were reduced to 1030AM-230PM as 85% of the riders were using the bus as a lunch time commuter service and one downtown Minibus route was extended as far south as the Whitehall Hotel. Line 66-BELLAIRE 9400 service has been extended out Bellaire to Ranchester to Harwin to Corporate to Bellaire in a one way loop, then returning downtown.

BREMERTON-TACOMA STAGES, INC. dba CASCADE TRAILWAYS (BTS)

TACOMA: BTS revised the schedule and routing on its BREMERTON-TACOMA line to provide service to and from the new Tacoma Mall on the schedule leaving Bremerton at 900AM and leaving Tacoma at 305PM. This change which took place April 11th also saw the entire schedule changed to provide the same departure times seven days a week - from Bremerton at 900AM, 1230PM and 500PM and from Tacoma at 1030AM, 305PM and 630PM.

BREMERTON MUNICIPAL TRANSIT (BMT)

BREMERTON: Over the past several months bus service in Bremerton and unincorporated areas of Kitsap County has undergone many changes principally because the costs of BMT keep increasing and the 80 cent per month household tax that support the system could only stretch so far. Most service removed was in the county area. Residents of the Navy Yard City area voted in a special advisory election and chose to tax themselves 80 cents per month which money is to be passed on to the city to support the buses. Lines 1-WESTPARK, 2-NORTH CALLOW, 4-EAST PARK-WEST SHERIDAN and 5-PERRY AVE-TRENTON were not changed, but 7-JACKSON PARK-KITSAP LAKE was dropped and 3-NAVY YARD CITY-KITSAP LAKE (at first dropped then reinstated) was extended from its former terminal at National and K via K, Werner, Sunnyhill, Harlow, Carr, Kitsap Way to Todds, returning via Harlow, Sunnyhill, Werner, Poindexter, Roosevelt, K, National then former Line 3 routing to downtown Bremerton. Line 6-MARINE DRIVE-ROCKY POINT VIA 13TH was discontinued in favor of a Dial A Taxi. Leyde Enterprises, operator of Yellow Cab, was the sole bidder on providing the service. Under the plan Marine Drive residents desiring bus service can call a cab to take them to the Adele-Kitsap Way bus stop which trip including the bus ride costs 50 cents each way with the city reimbursing YC an additional 50 cents per trip. Consideration is being given to further expansion of the Dial A Taxi service in other areas.

WTS MEETING SCHEDULE - BOARD OF DIRECTORS ROOM, PASADENA CHAMBER OF COMMERCE, 182 SOUTH LOS ROBLES, PASADENA, 730PM, JULY 10, AUGUST 14, SEPTEMBER 11, OCTOBER 9

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Austin Transit System	500-517	AMG	9635A-6/280-297	
Amarillo Transit Sys	2282-2285	AMG	9635B-6/377-380	
Utah Transit Authority	4201-4283	AMG	10235B-8/001-083	
Winnipeg Transit	729-745	Flyer	D9635-6/1134-1150	
Calgary Transit	503-512	Flyer	D10240/1060-1069	
Edmonton Transit	(301-321	GMD	T6H5307N/C1003-C1023	
	(322-371	"	" /C1350-C1399	
	(372-396	"	" /C1481-C1505	
	(397-399	"	" /C1626,27,20	
Antelope Valley Bus	801-802	MCI	MC8/-	47,RR
Channel Islands Bus System	1621-1625	Dodge	Maxivans/-	16 seaters
USED				
Greyhound Lines-West	7372-7380	MCI	MC6/-	GLE buses
Franciscan Lines	198	GMC	PD4107/1091	TNM&O L683
Sierra Lines	(309-310	GMC	SDM4502/056,005	
	(311-312	GMC	TDM5302/003,005	TNJ R502,R504
	(400-401	GMC	PD4107/154,156	Vermont Trnst V805,V807
	(			
Las Vegas Transit Sys	4871-4873	GMC	TDH5303/3117,3150,4059	Addtl info

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SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: PCC 1170, which had been repainted red, white and blue and renumbered 1776 for the Bicentennial, emerged in April as the system's first rail car to receive MUNI's "new look" paint scheme. In addition to the white upper body and two tone tangerine/orange split waistband as applied to the Flyer trolley coaches and AM General diesels (also to a growing number of GMCs), the PCC has a chocolate brown band below the fender rail at the sides and bumpers on the ends. Beginning May 25 all L*TARAVAL cars began terminating at 35th Avenue and buses substituted between 35th and the outer terminal at 46th and Wawona during renewal of the L line rails on Taraval expected to take 6 months. MUNI has been progressing rapidly with its emergency maintenace program aided by a $855,000 federal grant and filling 73 of 85 automotive and electrical positions authorized by the funding. Since January 1 85 of 140 inoperable buses, 18 streetcars and 8 of 11 cable cars are back in service reducing missed runs from 105 in January to about 25 per day now.

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