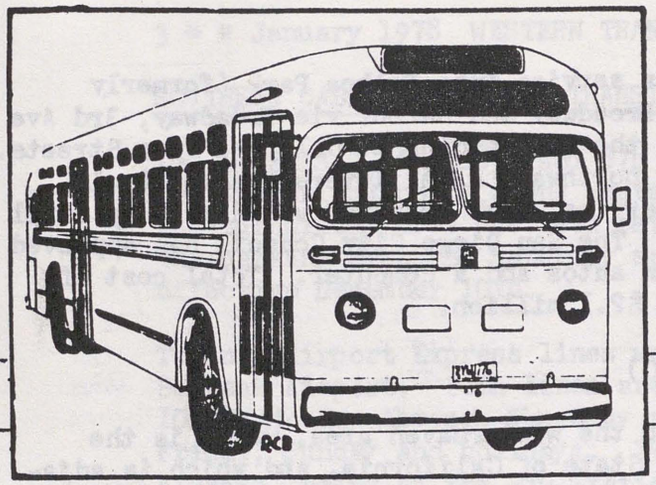


Western Transit

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LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: December brought dramatic changes in the LBMTL routing structure combining the previous five lines into three and providing "timed transfers" between all lines at the Laguna Beach Bus Depot, generally at 25 minutes past the hour. Monday thru Friday the lines operate either two or three trips over all or a portion of the line to provide morning commute service, then operate hourly from 825AM through 625PM. On Saturdays the first trip of the day is 825 and hourly service through 525PM except for a 1225-125PM break. The new lines are as follows: 581-MONARCH BAY-LAGUNA CANYON-HIGH DRIVE/CYPRESS: Bus Station via Forest, Glenneyre, Diamond and South Coast Highway to Monarch Bay Plaza returning downtown via Coast Highway, Ocean and Beach to Depot, then Laguna Canyon Road, Frontage Road, Woodland, Laguna Canyon, Cliff, Linden, High, Hawthorne, Cypress and Cliff to Depot. 582-ARCH BEACH-BLUEBIRD: A large one way loop via Forest, Glenneyre, Diamond, South Coast Highway, Nyes Rd, Balboa, Capistrano, Quivera, Acapulco, Cortez, Santa Ana, Del Mar, Katella, Cortez, La Mirada, Summit, Bluebird, Glenneyre, Calliope, Mountain, Bluebird, Morningside, Bluebird, Temple Hills, Oak, Catalina, Park, Glenneyre, Forest, Beach and Broadway to Depot. 583-ALTA LAGUNA-NORTH COAST: From Bus Depot via Forest, Glenneyre, Legion, Park, St. Anns, Wilson, Thalia, Temple Hills, Chillon, Alta Laguna, Cresta, Temple Hills, Mountain View, Tryol, Park, Caribbean Way, Pacific, Skyline, Mystic Way, Blumont, Park and Beach to Depot, then Ocean, Beach, Cliff, Montgomery, Canyon, South Coast Hwy, Wave, Hillcrest, Ledroit and North Coast Hwy to Irvine Cove returing along Coast Hwy and Cliff Drive to Depot. Orange County Supervisors are now contributing about $5,000 to LBMTL to underwrite bus fares for senior citizens, similar to an existing program for ORANGE COUNTY TRANSIT DISTRICT riders.

THE TUSTIN CITY BUS ROUTE (TCB)

TUSTIN: Orange County's other "independent bus system" (TCB) changed its routing, fare structure and operating practices effective January 9th as the result of receiving an eight month $12,000 subsidy from OCTD which included adoption of the OCTD fare structure including free transfers between the systems. An OCTD Transcoach (#1752) which will have its orange stripe painted blue is also being leased to TCB for the operation which calls for a large one way loop operating hourly 8AM-Noon and 1PM-5PM Monday through Saturday. From the Tustin Community Hospital the bus travels Newport, Walnut, Red Hill to Marine Corps Helicopter Station and return to Sycamore, Devonshire, Brookshire, Canterbury, Roanoke, Walnut, Browning, Mitchell, Newport, Laguna, San Juan, Browning, Bryan, Main, Centennial, First, Newport, Irvine, Prospect, Beneta, Yorba, First, El Camino, Sixth, Yorba, Main, Williams, Tustin Village Way, McFadden, Walnut and Newport to Tustin Community Hospital. The City began the "Tustin Nickel Bus" in October 1973 exclusively with city funds and gradually as expenses rose OCTD has given some type of subsidy payment to the city to continue although a Master Plan for community level transit now being being prepared indicates Tustin is ranked 16th of 30 potential service areas and OCTD Directors indicated the City should be prepared to assume responsibility for continued operation after the summer as the Plan likely will recommend dropping the Tustin line.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: January 29th will bring restoration of bus service into Balboa Park (formerly provided on Line 38) with a new line to originate at Broadway and Harbor via Broadway, 3rd Ave (returning on 4th), Cedar, 6th Avenue and Laurel into the Park ending at Dale and Upas Streets. Line 50-UNIVERSITY CITY EXPRESS will also be extended northward along Interstate 805 to La Jolla Village and the new University Towne Center. Service which operates weekdays only until 630PM will be extended to operate until about 1100PM. The San Diego City Council has approved funding toward purchase of nineteen 40 foot buses, ten autos and a computer. Total cost of the items will be $2.7 million with UMTA contributing $2.1 million.

IMPERIAL COUNTY ECONOMIC OPPORTUNITY COMMISSION (ICCOC)

EL CENTRO: The ICCOC began service on November 2nd to the Winterhaven area, which is the southeasternmost community in Imperial County and the State of California, and which is adjacent to Yuma, Arizona for the benefit of senior citizens. The service will be available on Wednesdays and will pick up in the Winterhaven area at four locations: Winterhaven Fire Station Ross Corner, Bard Store and The Dome departing about 830AM, California Time, going to El Centro and stopping at the same locations that SALTON SENIOR TRANSPORT does on the other days. The return trip will depart El Centro at 200PM. The same bus, an air conditioned International school bus, is used on the Salton Sea service and is owned by Imperial County.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA inaugurated a new line, 22-RIVERSIDE-CANYON CREST-MEAD VALLEY-PERRIS, on December 5th using a Dodge Van in the 800 series. The line leaves the Riverside Bus Station via Market, University, Chicago, Allessandro, Trautwein, Wood, Markham, West, Alexander, Oleander, Park St, Old Elsinore Rd, San Jacinto Ave, Cowie Rd, Ellis, Teda, Mountain Ave and Highway 74 to Stater Bros Market in Perris. Service operates Monday thru Saturday on two hourly headways departing Perris 630AM-630PM and from Riverside 730AM-730PM. Fare is 25 cents with all special fares and passes honored as on rest of RTA system. No Sunday or holiday service is run. The MORENO VALLEY DIAL A RIDE began operating December 19th serving Edgemont, Sunnymead west of Kitching Street and south of Manzanita and March Air Force Base and between these areas and Line 6 to and from Riverside. Fares are 50 cents with seniors and disabled 25 cents. Three children under six may ride ride free with a fare payinf adult. Monthly passes are $10 and free transfers are available to Line 6. Hours of operation are 7AM-6PM weekdays and 9AM-5PM Saturday.

PERRIS DIAL A RIDE (PDAR)

PERRIS: Beginning January 1 fares on the DAR system were increased from 25 to 50 cents. Seniors are 25 cents and only children that are lap held will ride free. Revenue was accounting for only 20 per cent of the operating costs which are otherwise paid for by UMTA funds and state tax monies and the city wished to hedge for the day when outside funding may end. Although no expansion of the service is planned the City Manager has expressed need for a relief driver and perhaps Saturday service.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Members of Amalgamated Transit Union Local 192 commenced a strike against AC November 21st after eleventh hour negotiations failed. The membership did not vote on managements final offer which would have called for an immediate 26 cent per hour increase plus improved pension plan, paid medical/dental/insurance/prescription drug benefits and an additional paid holiday. The plan also called a full percentage Cost of Living formula (if COL went up 6 per cent wages would go up 6 per cent). The "sticky issue" in the negotiations has been the pension plan with management giving examples of recent retirees and their monthly pensions based upon options available and the union claiming the money is not adequate.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Lines 872 and 874 were both extended from the intersection of Western and Summerland north along Western to serve the Park Western Plaza where a special bus turnaround area has been established rather close to the stores rather than in the parking area and Saturday service (hourly 9AM-5PM) was restored on both lines effective December 10th.

Two new Airport Express lines were established on December 15th serving Hollywood-Burbank Airport. Both lines are operated from Division 1 and run hourly 530AM to 1000PM Monday through Thursday and Saturday with an additional hour of service on Friday, Sunday and holidays. 790-DOWNTOWN LOS ANGELES-HOLLYWOOD/BURBANK AIRPORT EXPRESS begins at the RTD Station via Maple, 5th, Olive, 7th, Francisco, Wilshire, Figueroa, 4th, Flower, 5th, Harbor Fwy/Pasadena Fwy, Golden State Fwy, Angeleno, 1st, Olive, Glenoaks, Magnolia, 1st, San Jose, San Fernando Rd, Lincoln and Thornton into the Airport. Return routing in Los Angeles is via Pasadena Fwy, Figueroa, 4th, Flower, 7th, Francisco, Wilshire, Grand, 6th, Hill, 5th, Olive, 7th and Maple to RTD Station. 791-HOLLYWOOD-HOLLYWOOD/BURBANK AIRPORT EXPRESS also serves North Hollywood and Universal City. From the Airport buses travel Empire, Clybourn, Vanowen, Vineland (outbound via Vineland, Victory and Hollywood Way), Ventura, Lankershim, roadways to Sheraton Universal Hotel and return to Lankershim, Hollywood Fwy, Highland, Franklin, La Brea, Hollywood, Orchid, Franklin, Highland, Sunset and Vine to Greyhound Station. Return buses travel thru Hollywood via Vine, Santa Monica, La Brea, Hollywood, Orchid, Franklin, Highland, Odin, Hollywood Fwy and on to Airport.

December 25th brought the Winter Division Shake Up, a number of schedule and routing changes in both the San Gabriel Valley and the South Bay and the elimination of the former "dual" division operation. Former Divisions 1 and 11, located at 6th and Central in Los Angeles, were combined into Division1; Divisions 3 and 10 at Ave. 27 and Idell in Glassell Park were combined into Division 3 and Divisions 4 and 5 at 54th and Arlington in Southwest Los Angeles were merged into Division 5. Schedule reductions, either increased midday headways or cancellation of night service, were effected on Lines 354, 428, 433, 446, 484, 487, 488, 490, 493, 770 and 801.

In the San Gabriel Valley former Line 443-EASTERN AVE was combined with 425 to form a new EASTERN AVE-AVE. 64-NORTH HILL line while 446-EL MONTE-VALINDA-WALNUT was extended from Mount San Antonio College to California State Polytechnic University at Pomona via Temple, South Campus Dr and Kellogg Dr with a weekday 10PM trip departure added. Former Line 449 was discontinued as 488 and 490 were extended. 488-LOS ANGELES-WEST COVINA-GLENDORA operates to Eastland Shopping Center as before, then operates along Barranca, Rowland, Grand, Alosta, Glendora, Bennett, Grand, Sierra Madre and Valley Center to Foothill. The extension operates weekdays only while midday headways Monday thru Saturday were reduced to hourly. 490-LOS ANGELES-COVINA* WALNUT-PACIFIC STATE HOSPITAL operates to Eastland as before, then via Barranca, Cameron, Grand, Temple, Pomona Blvd and hospital roadways. This extension operates weekdays only and headways were similarly reduced. A new branch of 487-491, 489-LOS ANGELES-ROSEMEAD BLVD-HASTINGS RANCH, was added operating two directional service during extended commute hours 630AM-930AM and 230PM-630PM. From Alegria and Michillinda via Alegria, Hastings Ranch, Orange Grove, Halstead, Foothill, Posemead, Valley, Del Mar, San Bernardino Freeway Busway and as 487 to Wilshire and Union. Line 491 now operates between Sierra Madre and El Monte Station only on Saturday and Sunday. Lines 492, 493 and 494 were all rerouted in downtown to operate via Olive, 7th, Hope, Wilshire to Western instead of going to Venice and Olive as before.

RTD Continued

In the South Bay Region former Line 101 was discontinued as 85-CRENSHAW-VINE-LA BREA was extended south from Rosecrans and Crenshaw via Crenshaw, Artesia and Hawthorne to 179th (South Bay Center). Line 607-LOS ANGELES-REDONDO BEACH-TOPPANCE FREEWAY EXPRESS was extended and rerouted south of the Airport area. Operating as before to Imperial and Sepulveda, buses travel Imperial, Douglas, Alaska, Aviation, Marine, Sepulveda/Coast Highway, Beryl, Catalina, Torrance Bl, Palos Verdes Bl and Carson to Hawthorne (Del Amo Center) replacing the south half of former 861. Weekend service was restored to 813-LOS ANGELES-TORRANCE-MARINELAND. Hourly service is operated both days between Union Station and Marineland with 30 minute headways on Saturday between Hawthorne & Artesia Blvds and Marineland. Midday service which had been hourly was discontinued on 814-LOS ANGELES-WEST TORRANCE-PALOS VERDES with two directional rush hour service retained. Line 846-ARTESIA BLVD had weekend service restored operating at 65 minute intervals between 630AM and 730PM. Weekday service was reduced to that level and routing was changed from Pier Ave and Coast Highway via Pier, Hermosa Ave/ Harbor Dr, Beryl, and Catalina to Torrance Blvd. 861-YUKON AVE-MANHATTAN BEACH BLVD Was shortened to operate between Hawthorne Plaza (120th & Hawthorne) and Manhattan Beach via 120th, Prairie, Broadway, Crenshaw, El Segundo, Yukon, Compton, Crenshaw, Manhattan Beach, Highland, 15th and Valley Dr to Manhattan Beach. 867-INGLEWOOD AVE had weekday service reduced to and Saturday service reinstated to hourly headways between 600AM and 800PM. 869-PALOS VERDES PENINSULA-REDONDO BEACH-INGLEWOOD was extended to take over portions of former 870 and 875 which were discontinued. Between Inglewood and Malaga Cove Plaza the line is the same, but branches to form a circle routing thru the Peninsula area. The regular route operates via Palos Verdes Drive North, Silver Spur, Hawthorne, Highridge, Crest, Indian Peak, Crossfield, Silver Spur, Crenshaw, Palos Verdes Drive North, Palos Verdes Drive East, Miraleste, 1st, Western, 25th/Palos Verdes Drive South/Palos Verdes Drive West to Hawthorne Blvd. Alternate route buses travel directly south along Palos Verdes Drive West to Seawolf Drive near Marineland. Buses are scheduled to go via regular/return via alternate or vice versa providing half hourly headways in the area. Line 871-LOS ANGELES-REDONDO BEACH was rerouted south of Imperial and Sepulveda through El Segundo, Manhattan, Hermosa, Redondo to terminal at Catalina Ave and Palos Verdes Blvd similar to former 51 line (RTD publicity mentioned the "new" routing as being that of former Line 51).

RTD Directors have approved leasing 40 Old Look buses to SEATTLE METRO TRANSIT for 6 months and month to month thereafter which buses will be used for trolley coach replacements while the electrical system is being rebuilt. If Seattle chooses to repaint them they will be painted to RTD specs prior to return. SANTA CLARA COUNTY TRANSIT has leased ten TDH 4801s for 6 to 9 months with an option for another ten. The first group included 2380-2389 and are now in San Jose. The Seattle buses are also supposed to be 2300 series buses.

RTD has taken delivery of the first twelve AM General buses (Model Number 10240B-8, Serial Numbers 000711-000910, Fleet Numbers 8000-8199). Sporting the now standard black window paint scheme the buses have the standard RTD features with seats for 47 and equipped with wheelchair lifts. With wheelchairs they can carry 42 passengers with two spaces reserved to secure wheelchair patrons. The first bus of the group, 8066, was placed on exhibition on December 8th during a State Assembly Transportation Committee meeting. The buses will be used initially without the special lift equipment as technical adjustments are necessary to the lift device as well as testing to assure full reliability. Pland call for assignments of the buses to Divisions 2, 8, 9 and 12 and assigned to specific Bus Runs on specific lines with such information available on public timetables for the information of all riders.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Major changes effective September 17 included complete reorganization of West Side (Mission- est Cliff) services, additional night service, three new lines on the east side and changes in the thru routings of several lines. 1-UNIVERSITY added 15 minutely "Express" service weekdays 7AM-6PM over same route as regular 1-UNIVERSITY VIA HIGH STREET hourly routing departing Transit Center with regular #1 trips but from Campus midday between regular trips (time wise). Expresses operate non stop from Transit Center to UCSC Gate and are thru routed with East Side lines 6A-SEABRIGHT VIA Soquel (30 minutely), 6B-SEABRIGHT VIA BROADWAY (hourly) and 6C*SEABRIGHT VIA EAST CLIFF (hourly), four buses required. Former 2-NATURAL BRIDGES-BEACH dropped and replaced by new 2A and 2B (Natural Bridges portion) and 7 (Beach portion). 2A-MISSION* DE ANZA MOBILE HOME PARK: New line from Transit Center via Pacific, Walnut, Mission, Bay, Cloumbia and Delaware to De Anza Park. Returns via Delaware, Fair, Mission and Walnut. 1 bus hourly thru routed with 24-WESTERN DR "B" weekdays and 6A weekends. 2B-MISSION-NATURAL BRIDGES STATE PARK: New route same as 2A to Delaware & Fair, then loops counterclockwise via Delaware, West Cliff, Ramona, Swanton, Modesto and Fair to Delaware. 1 bus hourly thru routes with 23-WESTERN DR "A" weekdays and 6A weekends. 3-MISSION: Bay, Columbia, Delaware, Fair & Mission loop on west end changed to counterclockwise and daily headways improved to 30 minutely. Thru routings with 5-DE LA-VEAGA dropped and 1 bus weekdays and 2 weekends when interlined with 6B and 6C. 6A-SEABRIGHT VIA SOQUEL headways improved from 60 to 30 and thru routed with 1X weekdays and alternately with 2A and 2B weekends. 6B-SEABRIGHT VIA BROADWAY reinstated after summer suspension and thru routed with 1X weekdays and 3 weekends. 6C-SEABRIGHT VIA EAST CLIFF renumbered from 27 (same routing) and thru routed with 1X weekdays and 3 weekends. 7-KING ST-CIRCLES: King portion abandoned and Circles partly replaced by 3 and 7/ 7-BEACH: New line from Transit Center via Soquel, Front, Cathcart, Pacific, Beach, W. Cliff, Bay and Lighthouse and looping counterclockwise Delaware, Woodrow, Columbia and Pitton to Lighthouse. Returns Lighthouse, Bay, W. Cliff, Beach, Cliff, 3rd, Front, 2nd and Pacific to Soquel. Daily service using 2 buses 30 minutely which alternately thru route with Lines 4 and 5. 8-WATSONVILLE-SANTA CRUZ VIA SOQUEL AVE had night service extended from weekdays only to daily. 12-CAPITOLA GREEN ROUTE had night service added daily departing Capitola Transit Center hourly 730PM-1030PM. 13-AIRPORT-FREEDOM (Watsonville) has night service added departing Main & Beach hourly 7PM-11PM. 18-LAUREL ST-BEACH abandoned and replaced by parts of new 7 and rerouting of 23 and 24. 18-PORTOLA-EAST CLIFF: New line operating daily from Capitola Transit Center via 41st, Capitola, 45th, Topaz to 49th and return to 45th, Jade, 41st, Portola, 26th, E. Cliff, 18th and E. Cliff to 7th Ave. 1 bus alternates hourly with new 28. 22-LIVE OAK GREEN ROUTE had night service added daily using 1 bus hourly 7-10PM. 23-WESTERN DRIVE "A" was modified to cover Felix/Blackburn loop of former 18 line and cutback short of USCS south gate. From Transit Center via Soquel, Pacific, Walnut, Chestnut, Laurel, then counterclockwise off Laurel via Felix, Neary & Blackburn to Laurel to King, then clockwise Miramar, Mission, Western, Meder, Nobel, Alta Vista, Rayona and Bay to King, King, Laurel, Felix, Neary, Blackburn, Chestnut, Lincoln, Cedar, Cathcart & Front to Soquel. Thru routed with 2B weekdays and weekends continues on a 1-21-24-1-22-23-1 "round robin". 24-WESTERN DRIVE "B" modified similar to 23 except loop from King & Laurel to Meder & Weston is reverse of 23. Same Thru routing as 23. 27-CABRILLO NIGHT ROUTE: New line daily from Capitola Transit Center 7-10 PM duplicates daytime 26-CABRILLO "B" eastbound to Cabrillo College and 25-CABRILLO "A" returning west. 28-SANTA CRUZ GARDENS is new - from Capitola Mall via 41st, Capitola, 17th, Rodriguez, 7th, Soquel and Thurber to Winkle looping clockwise Winkle, Corinne and Kenny to Thurber and return to Mall. 1 bus alternates hourly 730AM-630PM with 18. Also planned for improvement of headways from 60 to 30 are 15-SAN LORENZO VALLEY and 20-SCOTTS VALLEY contingent upon delivery of six new AM General buses, the first for Santa Cruz.

IF YOU MOVE NOTIFY US AS THIRD CLASS MAIL IS NOT FORWARDED - DO NOT MISS WESTERN TRANSIT

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: On October 24 Redwood City local line 51F-FAIR OAKS was replaced by a westerly extension of 51B-BROADWAY-MARSH MANOR and 51E-MYRTLE PARK-MARSH MANOR from their former common southern terminal at Marsh and Page to 5th Ave. and Middlefield via Marsh, Fair Oaks, San Benito, Oak, 8th and Middlefield returning 5th, Edison, 14th, Bay and Marsh. The portion of 51F between S. P. Depot and 5th Ave was abandoned as it was duplicated by 6A-MIDDLEFIELD and the Peninsula Mainline routes on ECR. 51B and 51E each have 1 bus hourly (30 minutes on the Fair Oaks segment) instead of 1 bus alternating hourly as before. 51F had been the last Redwood City line to use a mini-type bus. Changes introduced November 21 on the Daly City division, largely in line with the start of BART Saturday service, were as follows: 20C-MISSION/TEMPLETON-SERRAMONTE weekday evening service improved from 60 to 30 minutely and Saturday service into BART/Daly City added as on weekdays. 20J-BELLEVUE-SKYLINE COLLEGE VIA SERRAMONTE had Saturday trips diverted into BART and 60 minute Sunday service introduced on a 930AM-530PM schedule (ala Saturday) except line bypasses BART. 21A-STONESTOWN-KING/CALLAN added weekday evening service 745P-1045P and 30 minutely Sunday service on same 830AM-530PM schedule as Saturdays between Stonestown and Serramonte only. 22D-BART-SOUTH SAN FRANCISCO had weekday evening service (730P-1030P) added and former Saturday only extension to Westlake Shopping Center cut back to BART. A new inter-county line, 90E-SAN MATEO-HAYWARD/BART, crossing San Francisco Bay on the San Mateo Bridge. Route is from 1st Ave and B in San Mateo via 2nd, B, 1st and Ellsworth, then 2nd, El Camino Real, Hillsdale, Foster City Blvd, California Highway 92 (San Mateo-Hayward Bridge), West Jackson, Grand, B St and Atherton to BART/Hayward. Service runs weekdays only 630AM-630PM with half hourly peak and hourly base service (4 and 2 buses respectively). Full length fare is 75 cents. Also changed on November 21 were the schedules of the Foster City division. 44A-PORT ROYAL headways were lengthened from 40 minute forenoon and 45 minute afternoon to hourly at all times. 44B-SHUTTLE were similarly changed. 44C-CRANE headways changed from 45/50 to 60 minute midday and Saturday and 30 minute (2 buses) weekdays 6A-9A and 3P-6P. Weekday 60 minutely evening service also added 6P-9P replacing 44E-EVENING SHUTTLE which was a weeknight only combination of parts of all three daytime lines. 1L-BART-LINDA MAR was extended 1 hour later on weekdays. Peninsula Mainline service (former GREYHOUND commute) was substantially reorganized and improved effective December 12th to more closely approximate the routings provided by GLW prior to the July ? takeover by SAMTRANS. The major change was to reroute three of the four full time lines into downtown San Francisco and terminate only 1 at BART/Daly City instead of vice versa as per the original SAMTRANS plan. The forced transfer to BART was quite unpopular with commuters from the start. Principal downtown terminal was shifted from Spear and Market to the Transbay Terminal at 1st and Mission and the financial district loop was eliminated. Old routes dropped or altered were: 5L-BART-PALO ALTO VIA MISSION & ECR (Weekdays) Southern terminus in Palo Alto cut back from Page Mill Road and ECR to Greyhound Depot. 5L-S.F.-HILLSDALE VIA MISSION & ECR (Weekends) replaced by new full time line 5M duplicating this line. 5M-BART-MILLBRAE VIA MISSION & ECR extended south to Hillsdale and north to S.F. with daily service. 7A-BART-PALO ALTO VIA AIRPORT (Weekdays) replaced by parallel service on new Local 3B BART to Airport and new 7F to Palo Alto. 7A-S.F.-PALO ALTO VIA AIRPORT (Weekends) replaced by new 7F. 7S-S.F.-HILLSDALE VIA AIRPORT (Extended to Redwood City weekends) Replaced by new 7B. Super Service (weekday northbound AM/southbound PM) 5S-S.F. CIVIC CENTER-SAN MATEO VIA SAN BRUNO was abandoned without replacement, 7F (8 trips each) was upgraded to full time and 7B and 7Z were retained as is with slight downtown S.F. reroutings. Present full time Peninsula Mainline rotings are thus: 5L-BART-PALO ALTO VIA ECR: BART/Daly City via John Daly, Mission into ECR and Alma to Lytton (Greyhound Depot) weekdays only. 5M-S.F.-HILLSDALE VIA MISSION: Transbay Terminal via Mission into ECR to Hillsdale Shopping Center in San Mateo. 7B-S.F.-REDWOOD CITY VIA AIRPORT (Basically GL-U "B") Transbay Terminal via Mission, 10th (return 9th), Potrero, Bayshore Blvd, So. Airport Blvd, S. F. Intl Airport Loop, Old Bayshore Rd, Broadway (Burlingame), California Dr onto San Mateo Dr, 2nd Ave, ECR and Brewster Ave. to Redwood City Greyhound Depot.

SAMTRANS Continued

7F-S.F.-PALO ALTO VIA AIRPORT (Basically same as GLW "F" shortened from San Jose to Palo Alto). Transbay Terminal via Mission, 10th, (return 9th), U.S. 101 (Bayshore Fwy), S.F. Airport loop, U.S. 101, Ralston Avenue (Belmont) and El Camino Real to Page Mill Road (Palo Alto) looping Hansen Way. All lines operate 30 minutely to about 700PM, then hourly to 1230AM except 7F has 15 minutely weekday peak service northbound 6-7AM and southbound 400-515PM. The two Super Service routings are as follows: 7R-S.F.-REDWOOD CITY VIA POTRERO & BAYSHORE (5 trips): Pine and Market via Pine, Battery, 1st, (return Main), Mission, 10th (return 9th), Potrero, Bayshore Blvd., U.S. 101, 3rd Ave., (San Mateo), Delaware (return 4th), 4th, ECR, Woodside (Redwood City) looping Valota, Anamore, Kentucky and Massachusetts to Woodside. 7Z-S.F. CIVIC CENTER-SAN MATEO VIA BAYSHORE (3 trips): A.M. from 4th Ave. (San Mateo) via ECR, San Bruno Ave (San Bruno), U.S. 101, 9th and Larkin to McAllister. P.M. from 7th & Market via 7th, McAllister, Polk, 10th, U.S. 101, San Bruno and ECR to 4th Avenue. Service between BART and S.F. Airport formerly provided by 7A via John Daly, I-280, I-380 and U.S. 101 was replaced by restoring a modified version of San Bruno division 3B-SAN BRUNO FLYER which had been dropped in July. The new 3B-BART-AIRPORT VIA BURI BURI/TANFORAN offers parallel service to old 7A and duplicates and also replaces 3F-SOUTH S.F. EXPRESS between BART and Buri Buri. Route is from BART/Daly City via John Daly, I-280, Westborough, Camaritas, Arroyo (Buri Buri Shopping Center), ECR, San Bruno Ave and U.S. 101 to Airport. Saturday only route goes from BART via John Daly and Mission onto ECR to Buri Buri and regular route to Airport. Service is 30 minutely (3 buses) 630-930AM and 330-630PM weekdays and 9AM-6PM Saturdays and hourly (2 buses) weekdays 930AM-330PM. SAMTRANS buses and operators from North Base (South San Francisco) are used. Introduction of the 400 and 500 series AM Generals in November enabled SAMTRANS to remove from service the few of the 22 "Old Look" GM buses which were still operable (4507s 200-213 and 215, 4509s 216-218, 4801s 214 and 219, 3501 242 and 3102 243) and all of the minibus-types inherited from SAMTRANS many predecessor operators except Mercedes Benz 0309Ds 220-228 and handicapped lift equipped Minibuses 250-257 (included were Minibuses 230-241, Dodge/Wayne 258-259, Transcoach 260, Gillig Microcoaches 261-268 and Fleetwoods 269-277). Most of these buses are only two to three years old. The AM Generals are equipped with front end "kneeling" feature, disc wheels, Diamond fare boxes, front, curbside and rear destination signs (white letters on black field) with dual readings for most lines (differing from the single route identification readings previously in vogue) and rounded off rear roof (no rectangular housing for air conditioner). The new SAMTRANS paint scheme (wrap around red over white over dark blue belt) and new SAMTRANS logo (black letters lower case except for the "T") as have been applied to most of the 9800s (former GLW TDM5303s) are also featured.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: January 28th saw revisions in MPT services. 6-KIMBALL AVENUE now operates between Casa Verde Way and Casanova along former Line 8 territory, Airport Rd and Euclid while 8-DEL REY OAKS operates along Montecito Avenue (former Line 11). 11-OAK GROVE now runs only between downtown Monterey and the Naval Postgraduate School. 7-MARINA VIA BROADWAY is now operating on the Marina loop in both directions. 12-MARINA VIA COE AVENUE GATE now begins at Fremont and Ord Grove in Seaside and follows former Line 20 routing through Fort Ord to Marina, then via Palm, Lake, Reservation, Cardoza, Abdy, Healy, Marina, Beach, DeForest, Reservation and Seacrest to Carmel. New Line 13-GARDEN ROAD SHUTTLE operates from Del Monte and Casa Verde to the Garden Road area. Service operates weekday commute hours only. Line 20-SALINAS has been rerouted onto the Highway 1 freeway between Seaside and Marina reducing travel time by 15 minutes and additional Streaker trips were introduced

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
City of Beaumont Texas	7501-7525	AMGenl	9635A-6/008-122	
Utah Transit Authority	(4201-4243	AMGenl	10235B-8/001-043	
	(4301-4340	AMGenl	10235B-8/044-083	correction
SF Municipal Railway	5344-5345	Flyer	CE10240/985-986	(see below)
Abbey Charter (Fresno)	204-206	MCI	MC8/-	43, RP

Note - the two SFMRy buses are listed as Model D800 while the earlier deliveries are listed as model CE10240 and there is no appearant difference. These replace two that were totally damaged enroute to San Francisco.

USED				
Golden Gate Transit	(503-504	GMC	TDH3501/258,260	Stockton 1803,05
	(505	GMC	TDH3714/287	Bksfld 3704
West Valley Chtr Lines	470-471	GMC	PD4107/465,471	GLW 1703,1709
Mark IV Charter Lines	(452-453	GMC	TDM4801/023,028	Western Chtr -,-
	(454	GMC	TDM4801/058-1	El Camino Chtr
Eastshore Lines	338	GMC	P8M4905A/1677	Demo w/730 transmission
Mission Trails Charter	(605	GMC	SDM5301/302	Eastshore 417
Service	(606-607	GMC	SDM4501/079-080	GLOSF 201-202
Smiths Charter Service	unnumb	GMC	SDM5302/1068	GLOSF 212
DISPOSITIONS				
Fresno Transit	603	GMC	TDH4517/331	to Golden Gate Transit and cut down to 30 feet

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GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Effective October 30th the STOCKTON-TUOLUMNE line became a STOCKTON-SONORA line as service between Sonora and Tuolumne serving Soulsbyville and Palphs Station was reduced to a "franchise" operation running on Saturday and Sunday mornings.