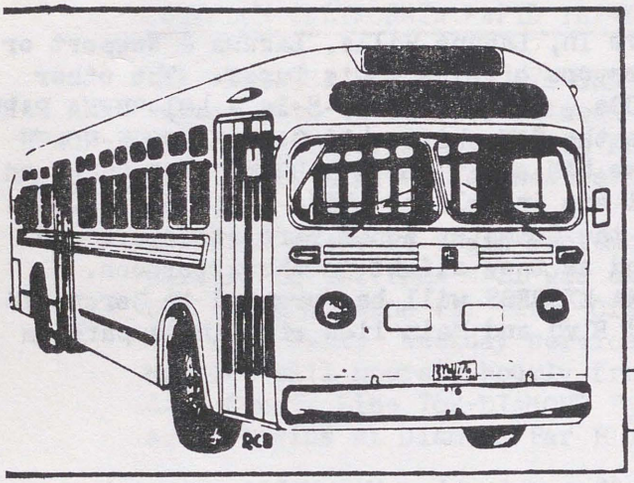


Western Transit

Monthly Publication of The Western Transit Society

VOL. 18 NO. 9 SEPTEMBER 1980

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: With the close of business on July 27 Line 176-HUNTINGTON BEACH INTERCEPT SHUTTLE, the service designed to transport weekend beach goers from remote parking lot to the Huntington Beach city beach area, was discontinued due to low patronage-only 93 passengers in the first ten days. Line 100-ANAHEIM STADIUM SERVICE began serving the Anaheim Stadium from five locations on all Rams weekend home games. Buses originate at Mission Viejo Mall, Newport Center, Rossmoor Center, Fullerton Park/Ride Lot and Brea Mall. On September 1 a fare increase took effect on most fares. Exempted were the 50¢ Local fare for regular riders, increases in off peak fares for elderly and handicapped and any changes in the Dial-A-Ride and Dial-A-Lift charges. The cost of monthly passes for all groups was raised as were the charges for fare coupons and the Express fare which is now $1.25 (was $1) with 60¢ for half fare riders (was 50¢). A peak hour fare of 50¢ was established for elderly and handicapped persons which means that handicapped pay 25¢ at other hours and 50¢ during peaks while seniors pay nothing during off peak (the County of Orange reimburses OCTD for these riders) and 25¢ during peaks do again to the county subsidy. A distance based fare structure entitled "Commuter" was established September 7 with inauguration of the Employment Center Bus Service concept program. A ride totally within Zone 1 is 50¢ while a trip between Zones 1 and 2 is $1.25 with appropriate half fares. The Fall Shake Up took place September 7 and included eleven new lines (seven in the ECBS program), addition of 40 scheduled buses in the peak hours and the usual summer to winter transition changes. 56-GARDEN GROVE BLVD was extended from The City to El Modena via City Drive, Memory Lane, Bristol/La Veta, Glassell, Fairhaven, Esplanade and Chapman to Hewes. New Line 62-17TH/WESTMINSTER CROSSTOWN was started operating peak hours weekdays only on 30 minute headways between Larwin Square in Tustin and Rockwell Plant in Seal Beach via Newport and 17th/Westminster using 1000s (TDH 5303s) from Division 4. 85-SAN CLEMENTE-SANTA ANA was rerouted in Dana Point to operate continuously on Pacific Coast Highway except for selected rush hour trips which now travel on Golden Lantern and Selva Road. New Line 133-RAYMOND AVE-EAST STREET operates hourly weekdays from Division 7 using 1300s (36 seat Flxibles) between The City and Cal State Fullerton primarily along Raymond Avenue/East Street over part of the territory pioneered by the original 133 in 1973 which service was eventually discontinued due to greater area coverage. New 202-SAN CLEMENTE-THE CITY operates two northbound morning trips and two southbound afternoon trips between San Clemente, Mission Drive In, Crown Valley Center, Laguna Hills, Irvine, Santa Ana Fashion Square Area and The City. Operationally connected to 202 is the 202A-THE CITY-LAGUNA HILLS which is a reverse direction service (two southbound morning and two northbound evening trips) using the two 1100s (53102-8-1s) based at Division 7. New 271-NEWPORT CENTER-SANTA ANA EXPRESS, which is operationally combined with 204, operate one northbound morning and one southbound trip between Newport Center and downtown Santa Ana via Jamboree, Main and Civic Center Dr running non stop between Jamboree/Ford and 3rd/Main. In cooperation with the Northeast Anaheim Industrial Area and California State University at Fullerton a series of seven ECBS lines began each one operating only one round trip each weekday and scheduled for specific work or school start and end times. The program actually only requires two additional buses.

OCTD Continued

Line 210-SAN JUAN CAPISTRANO-CSUF serves the Mission Drive In, Laguna Hills, Laguna & Newport or Nission & Newport in Tustin by direction and CSUF and uses one of Line 209's buses. The other six lines are based at Division 4 and use two buses - 1800s - 44 seat 5310?-8-1s - 401-BUENA PARK-NORTHEAST ANAHEIM and 402-CYPRESS-NORTHEAST ANAHEIM serve the 7AM shift, 403-GARDEN GROVE-NORTH EAST ANAHEIM and 404-EL MODENA-NORTHEAST ANAHEIM serve the 8AM shift and 431-BUENA PARK-CSUF and 451-SANTA ANA-CSUF serve the 9AM start. 401, 403 and 431 are interlined while 40?, 404 and 451 are also interlined. The 400 series lines operate under the Commuter zoned fare structure and fares are collected as passengers board in the morning and as they alight in the afternoon. Beginning September 29 Line 260-RIVERSIDE-CORONA-SANTA ANA EXPRESS will be rerouted in Corona to begin stopping at the new CALTRANS Park/Ride Lot at Grand Blvd and Main lieu of using a parking lot at St. Edwards Catholic Church at 4th and Crawford.

AZTEC BUS LINES/CHULA VISTA TRANSIT/COUNTY TRANSIT SYSTEM

SAN DIEGO: Aztec bus operators struck ABL on August 23 after rejecting the third contract proposed to replace one which had expired June 30. Wages were not as big an issue as vacations, sick leave and overtime pay and other benefits - current pay is $6.25/hour and the company was offering $7 while the union was asking $8.75. ABL operators are represented by Local 1309 of the Amalgamated Transit Union which also represents SAN DIEGO TRANSIT CORPORATION employees. In the week following the beginning of the strike CHULA VISTA TRANSIT was operating using non striking employees against a background of bomb scares. COUNTY TRANSI SYSTEM in El Cajon/Lakeside/Santee/Poway areas was being serviced by non striking workers and by East County Cab Company vans which usually operate only in the evening hours after regular Aztec operated service ends.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: A number of realignments in service and a renumbering in the adopted San Diego County numbering plan were made August 25 during the work stoppage which added to the already unusual situation. Former Lines 1 through 7 became 701 through 707. Last July 1st CVT fares were raised to the following levels: Adults 50¢, Juniors (high school and under) 30¢, elderly and handicapped 25¢ and Line 706-DOWNTOWN 15¢. Transfers between CVT and SAN DIEGO TRANSIT CORPORATION remain free and SDTC passes are honored on CVT buses.

COUNTY TRANSIT SYSTEM (CTS)

EL CAJON: CTS also adopted the San Diego County numbering plan for its services and also made a number of realignments and extensions beginning August 25th. Former 44, 45, 46, 47, 48 and 54 are now prefixed with an "8" and there is a new 849. Former 46 and 47 in the Santee-Parkway Plaza were extensively rerouted and now operate in a large loop fashion, 846 operating counter-clockwise and 847 clockwise. Former 48 which operated as a two directional loop serving Santee, Lakeside and Winter Gardens had the clockwise alignment renumbered to create the new 849. Fares were also increased ten cents for each group: Regular is now 50¢, Student 40¢, Senior and handicapped 30¢ and monthly passes are now offered at $20 for 50¢ riders, $16 for 40¢ riders and $12 for the 30¢ riders. A day of free rides to celebrate the first anniversary of CTS is planned for September 17th.

KENNEDY TRANSIT SERVICE (KTS)

EL CENTRO: KTS began their student service to Imperial Valley College from Calexico, Heber, El Centro and Imperial on September 2nd. Service begins in Calexico at Dairy Delite at 7AM,8,9,11, 12Noon, 4PM and 6. Another stop in Calexico is made at Ownes Drive In, at Circle K Market in Heber, Social Security Office and Community Center in El Centro and at the Texaco Gas Station in Imperial.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: New Line 574-GREEK THEATRE-BALDWIN HILLS PARK/RIDE was established on August 29th to operate between Jackie Robinson Field near Rodeo and Santa Barbara via Rodeo, La Brea, Santa Monica Freeway, Vermont and Vermont Canyon to the Greek Theatre on all nights the theatre has events. The line is based at Division 2.

The Fall Shake Up began September 14 and included two alignment changes. 490-LOS ANGELES-COVINA-BREA MALL was extended southward from Lanterman State Hospital in Walnut along Diamond Bar Blvd, Orange 57 Freeway, Lambert Road and State College Blvd to the Brea Mall. Weekday service operates hourly between 730AM and 730PM while weekend service will bperate hourly from 745AM until 445PM. After approval of San Bernardino County Line 762-DIAMOND BAR-ROWLAND HEIGHTS PARK/RIDE was cut back from Chino & again begins at Diamond Bar Blvd and Golden Springs Drive.

A public hearing was held September 18 on proposals to modify route alignments in both the South Los Angeles and Glendale/Burbank areas and make modifications in service throughout the system and to consider an increase in subscription fares to comply with a policy that such service will cover all direct costs of operation. Changes approved are to become effective December 21st. Most of these plans are a part of the GLASI plan and may also include renumberings as outlined in that plan. Alignment modifications include 20, 22, 23, 39, 65, 95, new 103, 162, 6 and 27. Other changes include 36, 94, 122, 154, 159, 425, 432, 433, 760 and 770.

Additional buses have appeared in the new RTD colors - 3180, 3271 and 3283. 3122 and 3135 are black and white with no stripes. 4030 has appeared in the minibus colors with the new logo and bus number on rear windows.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: September 1st brought several changes in service. 1-MAIN STREET in Ventura received a 20 minute headway weekdays and was separated from BRISTOL ROAD and TELEGRAPH RD/SATICOY lines. In Oxnard Line 7A-COLONIA received a 15 minute headway weekdays and a new Line 12-EL RIO-NORTHMONT was started. Beginning at Almanor and Sabrina in El Rio buses travel Almanor, Emerald, Snow, Rio Lindo, Princeton, Lafayette, Stanford, St. Marys, Vineyard, into Esplanade Center, Vineyard, Stroube, Alvarado, Orange, Balboa, Simon, Vineyard, Central to Rio Mesa High School. Hourly Monday thru Saturday service is offered using one bus.

AMERICAN BUSLINES, INC. (ABL)

LOS ANGELES: New service between Los Angeles and Imperial Valley points was begun on August 4th. Four daily round trips are operated, two non stop between Los Angeles and El Centro, then on to Calexico and two all stop which includes El Monte, West Covina, Pomona, San Bernardino, Banning, Indio, Coachella, Thermal, Mecca, Salton Beach, Niland, Calipatria, Brawley, and El Centro and Calexico.

REDWOOD TRANSIT SYSTEM (HUMBOLDT TRANSIT AUTHORITY d/b/a)

EUREKA: Labor negotiations between HTA and Local 1684, American Federation of State, County and Municipal Employees, representing the bus operators and office staff were brought to conclusion after only two meet-and-confer sessions. The new pact provides about a 7% increase. The top operators wage is now $6.70/hour. The most outstanding element is that operators will now select their run assignments on a seniority basis. Since HTA started in 1976 the runs have been assigned by the dispatcher with a rotation of assignments every sixty days. A run sheet book has been prepared for each driver (very similar to that used by GREYHOUND LINES) listing in detail each run. Formerly there was a chart on the wall in the dispatch office, the only description of each assignment (which HTA drivers call "routes").

FRESNO TRANSIT (FT)

FRESNO: After public hearings on the proposed elimination of Line 51-BARSTOW AVENUE, a crosstown line in north Fresno, the city staff has proposed that the present service be maintained for six months during which time an intensive marketing program will be put into effect in an effort to save the line from discontinuance. Several options will be considered including no change, total elimination, extension of the 32 line northeast of FSU, reduced headways or no midday service. Line 12-CLOVIS LOCAL was discontinued in June in favor of a Clovis sponsored city van service operating door to door open to all with reservations required in advance and charging 35 cents. Service is available Monday through Friday 7AM to 6PM.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: Following UMTA approval of a change in in the ADB Baseline Specification to delete the air conditioning requirement MPT is advertising for buses with a/c but including openable side windows and roof ventilators. The recent ADB purchase did include air conditioning. MPT will be buying ten buses and in the joint procurement the City of Salinas is buying seven with an option for four more.

DIAL A RIDE - TULARE (DART)

TULARE: This city inaugurated its first public transit recently as Dial A Ride came to town. Three seven passenger cabs and one wheelchair lift equipped van comprise the fleet. Service costs 75¢ per ride (10 ride tickets/$6) and is available 6AM to 7PM weekdays and 8AM to 7PM Saturday. ARLE Industries, formerly Tulare County Training Center of Handicapped, is operating the service under contract as it has experience in providing this type of transportation.

GARDEN MUNICIPAL BUS LINES (GMBL)

GARDENA: On August 30 Line 2-WESTERN-VERMONT LOCAL was extended southward on both Western and Normandie from 190th Street to Pacific Coast Highway. Service continues half hourly seven days per week by adding two buses to the line which is a two way loop each direction having three buses.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: A new labor agreement was signed during the summer providing wage increases and a modified COLA provision with quarterly and annual limits, a new vision care plan and prescription drug plan but also includes a part time bus operator provision which allows for employment of operators on weekdays only with a daily limit of five hours work maximum. The pact will expire June 30, 1983. A new shuttle line in downtown Oakland is scheduled to start in November. Buses will operate in a circular route via Broadway, the Embarcadero, Oak and Madison Streets and 20th Street. The Fremont City Council has voted to ask State Assemblyman Allister McAllister to introduce legislation that would allow the city to withdraw from the AC district. The bill, if passed, would allow any municipality to remove itself from any districts to which it has been annexed. The area is dissatisfied with the rates and services AC provides and feels it is desirable to have a city run bus system.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Operators voted to accept the most recent GGT proposal which will give them a 9 percent wage increase and 5 percent more in fringes over the life of the 22 month pact. Operators who received a 7.5 percent raise June 1 under the old pact which expired June 30 wont get a pay raise until next July 1 an then will get 79¢ (to $9.54/hour)

INTRACITY TRANSIT (IT)

MODESTO: September 2nd saw expansion of the IT system from 11 to 14 lines, institution of more thirty minute headways, introduction of lift equipped buses on six lines and discontinuance of night (after 715PM) bus service in favor of a call in advance night Dial A Ride system to midnight on weekdays only. 3R-SOUTH MODESTO is new and operates over the reverse alignment of 3-SOUTH MODESTO on a 45 minute headway. Both 3 and 3R connect with Ceres Dial-A-Ride at Hatch and Herndon. 4A-LA LOMA-ENCINA and 4B-SANTA CRUZ-MILLER each replaced a segment of the former 4 line and both operate half hourly. 9-STANDIFORD-SYLVAN-RUMBLE ROAD was changed to a 30 minute headway. 10-SCENIC-LAKEWOOD and 11-OAKDALE-COFFEE replaced former Line 11 and both of these run half hourly. Modesto's bus fares were raised July 1st, the first time in 23 years. Rates are now: Regular 35¢, Student 20¢, Handicapped and senior citizen 15¢; Monthly Passes Regular $10.50, Student $8.40 and Handicapped and senior $5.25. Daily passes which are good for an unlimited number of rides on day of issue are 70¢ regular and 35¢ for elderly and handicapped.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: TTS has started taking delivery of thirteen new Flyer Industries, Inc. buses, the first in Southern California. SAMTRANS already has Flyers and so will ACTRANSIT by next year. #400-403 are four D10235C units while 404-412 are D10240C. 401 is serial 2091 and has been observed on Line 8-SHOPPERS SPECIAL. The unit was built in July and has 39 blue American bucket seats on pedestal mounts (32 seater with 2 wheel chair position and front door lift, dark green lucite windows, electric one piece headsign and electric sidesign, white interior with wood paneling on lower sides, black colred driver area, double arm air assist push doors, all opening windows with Excel latches, six speakers plus outside speaker, double arm windshield wipers, aluminum wheel covers, blue floors with white trim, a 903 VTB Cummins diesel engine (more quite than RTD 7100s), no roof hatches with center line ceiling mounted lighting tubes, power assist steering, left front corner air spoiler to prevent mud and dirt from splashing left front driver mirror. The lifts are not to be used initially. TTS held hearings during the summer to get reaction on an improvement plan that would include establishment of a semi grid system and have the southern loops of present Lines 1 and 2 assumed by other lines, to provide uninterrupted service on major arterials coordinated with the other systems and to provide community circulator lines plus links to other communties. Lines 1 and 2 would continue to run to Los Angeles and 3 to Long Beach but on the other end would continue along Torrance Blvd to Redondo Beach Pier taking over from Line 5. Line 5 would operate as a long thin loop along Crenshaw and Van Ness/Arlington/Narbonne between Manhattan Beach Blvd and PacificiCoast Highway. New Line 7 would operate between the Redondo Pier and Wilmington Blvd & PCH via Torrance, Sepulveda and Main/Wilmington to PCH. Line 8 would continue along Hawthorne between PCH and Artesia. Line 4 and new Line 9 would operate in loop type fashion in many residential areas. A new Line 6 from Redondo Beach along 190th and Figueroa to Pacific Coast Highway is scheduled to begin during 1981.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: SAMTRANS took over the Foster City-San Francisco commute service formerly operated by MISSION TRAILS CHARTER SERVICE. Service is designated 7A-SAN FRANCISCO-FOSTER CITY/MARINERS ISLAND and consists of five am northbound/pm southbound trips which loop thru both the east and west sides of Foster City and join U.S. 101 at Hillsdale Blvd with 1am/1pm trip extending from regular terminal at Columbus and Jackson in North Beach to Civic Center (Golden Gate & Polk) and 5am northbound/4pm southbound trips which serve the east side of the Foster City loop, then pass thru the Mariner's Island developement north of Foster City and east of Norfolk and join U.S. 101 at 3rd Avenue (San Mateo).

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: SVT raised its fares on August 4 - from 25 to 35¢ for regular riders and from 10 to 15¢ for elderly and handicapped riders. The City has decided that it will ultimately save money by employing its own work force rather than operating the service under contract by CAL COAST CHARTER and will hire 15 operators for the four bus routes and the Dial A Ride service for seniors and the handicapped. Present CCC bus operators will be allowed to apply for the city positions which will pay better and have more benefits than the present CCC operators do.

OMNITRANS (OT)

SAN BERNARDINO: OT employees returned to work on August 25 after both sides had obtained court orders requiring the other side to do something toward settling the strike and following addtional negotiation sessions a new one year contract emerged which gave bus operators a 7% wage increase retroactive to July 29 (the union wanted retroactivity to June 30 and OT wanted none) and 3% in January. Mechanics will receive 10% now and 9% in January and will earn overtime after 85 hours every two weeks (they wanted it after 80). A revised sick leave policy, more stringent than the union wanted and less than management wanted, will also be enacted.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: GET operators and mechanics returned to work September 8 after nearly ten weeks of being on strike. Employees returned after the district offered binding "fact finding", a negotiation procedure strikers had been pushing since the strike began. Employees will be covered by the old agreement until the fact finding procedure is completed at which time the workers would receive any retroactive pay due them. The union originally demanded 12% but later trimmed this to 10% while the district offered 6% all along. The fact finding panel is expected to convene September 24th.

THE GRAY LINE, INC. (GLOSF)

SAN FRANCISCO: The Greyhound Corporation has sold its San Francisco based Gray Line property to Grosvenor Properties Ltd., a San Francisco based real estate company and is subject to approval of the California Public Utilities Commission and the San Francisco Police Department. The firm and its 56 buses are expected to be refurbished as the new owners also plan to purchase up to ten new buses, described as double deckers being built by GMC which are now in the experimental stage. Also planned is a campaign to promote use of the tours by San Franciscans through heavier advertising aimed at local trade.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: The City Council will hold a public hearing October 28 on a planned fare increase to 35 cents for regular riders (now 25), 15 cents for seniors (now 10), increase in tokens from 5/$1 to 10/$3, a $1 charge on Line 10-SANTA MONICA-LOS ANGELES EXPRESS instead of 80 cents, an interagency transfer fee of 20 cents (now 10) and ten ride student tickets to $1.75 (now $1.25).

ROADRUNNER TRANSIT SERVICE (RTS)

YUCCA VALLEY: RTS service in the Landers, Johnson Valley, Flamingo Heights and Yucca Mesa area of the San Bernardino desert area communities began August 10th. Service is offered on Tuesday and Thursday to anywhere within the Tri-Communities and into Yucca Valley. Fares within one community are 25¢ (15¢ seniors) and a nickel more to another area. 30 ride passes are available at $7 for adults and $4.25 for seniors. Service is available on a 24 hour advance reservation basis.

MENDOCINO TRANSIT AUTHORITY (MTA)

UKIAH: The MTA, based in Ukiah, is a county wide transit authority in business since 1978 with plans to continue expansion of public transit in the developed areas of the county. Although we do not presently have equipment information on MTA the service provided would require a fleet of at least one dozen vehicles including spare units. Services offered are listed in the following tabulation:

SERVICE	VEHICLES	FREQUENCY	COMMENTS
FORT BRAGG - WILLITS	1	2 RT M-F	Operated by The Mendocino Stage for MTA
COVELO-WILLITS-UKIAH	1	1 RT M-Sa	
STATE STREET JITNEY (Ukiah Local)	1	30" MF 730A-530P	
PERKINS LOOP SHUTTLE (Ukiah Local)	1	10" MF 1130A-130P	
TALMADGE-UKIAH-POTTER VALLEY	2	5 RT M-F	
REDWOOD VALLEY SHUTTLE	1	3 RT M-F	
UKIAH DIAL A RIDE	-	M-F	Demand Response Service
GUALALA - FORT BRAGG	1*	1 RT Wed	*-same bus as Ukiah
GUALALA - UKIAH	1*	1 RT TuTh	*-same bus as Ft Bragg
POINT ARENA - SANTA ROSA	1	1 RT MThFSa	Operated in conjunction with Sonoma County

The services from Gualala and Port Arena operate under the name "The Coast Van" and service an area that has a small amount of Greyhound service but no other public transportation, an area on the coastside of the county.

TAHOE AREA REGIONAL TRANSIT (TART)

Tahoe City: With daily ridership up to 400 TART placed two new 29 passenger Argosy Microbuses (as yet unnumbered) in service in late August replacing the 16 passenger Mercedes Benz 0309Ds which are retained for standby duty. The Argosys are equipped with curb side ski racks for winter operation. In mid August M/Bs #1 (which had erroneously been reported as being disposed of) and #2 were on the property at the Placer County operations base in Lake Forest, as was unnumbered Minibus Model MB-711. #1 is the only unit still in its factory dark blue and white paint scheme with #2 having been repainted in the standard TART cream with orange striping. The two M/Bs numbered 3 (Placer County is very casual about equipment numbering) have apparently been sent to Placer Minibus in Auburn to replace Dodge vans. During the 12th Annual Tahoe Arts Festival week (August 16-24) the TART line was extended approximately 1½ miles from its southern terminus at Tahoma to the Festival site at the Ehrman Mansion in Sugar Point State Park.

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

The Modern Transport Technical And Historical Society, P. O. Box 1458, Monrovia, CA 91016 is a newly formed non profit historical and educational organization basically aimed at the interests of the enthusiast, historian and modeler. The Society is interested in all modes of transportation, primarily from 1900 forward, both domestic and foreign.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Greyhound Lines, Inc.	8360-8491	TMC	MC9/-	43, RR
Airport Service, Inc.	(4001-4004	MCI	MC9/-	
	(4901-4906	MCI	MC9/-	Correction
SLATCO	227	MCI	MC9/U35198, S15209	46, RR
Orange County Transit	0213-0214	Ford	Econ250/1103,7125	to replace 0723 and 0761 taken off roster
USED				
Airport Service, Inc.	4307-4308	MCI	MC8/S10644,45	Gray Line-Miami
DISPOSITIONS				
Riverside Transit Agency	108	GMC	TDH4519/725	in fire-off roster

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

CITY OF SOUTH LAKE TAHOE (CSLT)

SOUTH LAKE TAHOE: In cooperation with the U. S. Forest CSLT inaugurated a new BEACH BUS route for the 1980 summer season which connects the Stateline/Casino area with several popular beaches on National Forest land on the southwest shore of Lake Tahoe. Route is from Stateline Ave (Calif/Nevada state line) via U. S. 50 (Lake Tahoe Blvd) and Cal Hwy 89 to Baldwin Beach, ducking into Pope Beach, Kiva Picnic Area and Visitors Center in the westbound direction only. One Mercedes Benz 0309D operates daily on the route leaving Stateline at 915 and 1050AM, 1240, 310 and 510PM. All active CSLT buses have been repainted in the white with broad light blue belt band of the new RTS IIs (T7H603) #3035-3037 including 5 of the 6 MB 0309Ds (3012-3014, 3016-3017), TDH3501 #3027 and TDH 4517s #3033 and 3034. The only ex SAMTRANS Fleetwood still on the property is 27 passenger FL-TR1 #3029. The four Heavenly Valley Ski Shuttle buses operated by CSLT are Ford/Superior school bus types painted sky blue with white belt and assigned fleet numbers #3039-3042.

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

WT STAFF

Editor — Edmund Buckley

Senior Staff — Warren F. Quon, Robert Higginbotham

Reporters — Marvin Martin, Bob Burrowes, Jack Perry, Jim Beeler

WTS OFFICERS

General Manager — Bill Vallow

Treasurer — Todd Terpening

Program Chairman — J. K. Drummond

Business Address — 1009 Kendall Drive, San Gabriel CA 91775

Financial Address — P. O. Box 4211, Santa Ana CA 92702

Editorial Address 2225 North Broadway, #G, Santa Ana CA 92706

Meetings - Oct 12, Nov 9, Dec 14, 730PM, 272 Alpine Street, Pasadena, CA