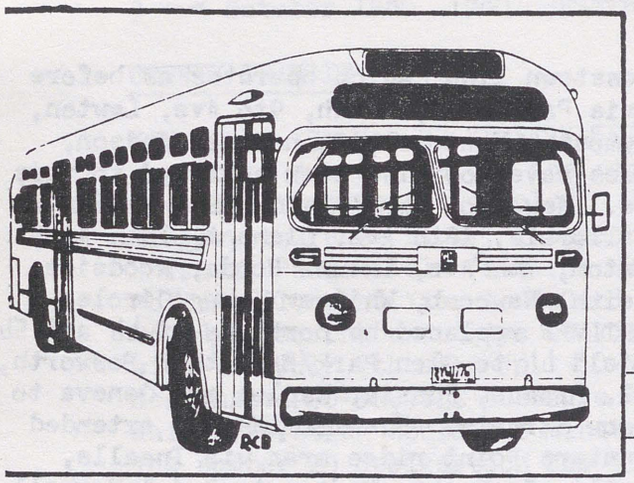


Western Transit

Monthly Publication of The Western Transit Society

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SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: During the summer MUNI discontinued four lines which had attracted very little patronage in recent times so that the buses involved could be assigned to more heavily patronized lines. These services were 84-SHOPPERS SHUTTLE, 85-DOWNTOWN SHOPPERS SHUTTLE, 86-MISSION SHOPPERS SHUTTLE and 26X-VALENCIA EXPRESS. A pay raise package for MUNI workers was recently approved by the Board Of Supervisors which package also include fire and police employees. MUNI raises for bus operators will bring the basic hourly wage from present $9.13 to $10.17 and also includes a $2.3 million contribution to the union trust fund. A six month program designed to allow riders using MUNI and the GOLDEN GATE TRANSIT ferry services a 50 cent reduction on the price of a ride on the other system in now in effect. A special service, 7?-FORT MASON, was operated during September for the China Exhibition which was displayed at the Fort. Buses ran 15 minutely between 1130AM and 800PM between Hyde and Beach Streets and Fort Mason via Hyde, North Point, Van Ness, Chestnut, Fillmore, Beach and Fort Mason roadways stopping at Piers 2 and 3

The third step in the MUNI Five Year Plan took effect September 10th as 19 MUNI lines were rerouted, created or discontinued, such improvements designed for better crosstown service. 10-MONTEREY operates as before between Bayshore Blvd and Monterey & Plymouth, then continues via Plymouth, Santa Clara, St. Franis and Sloat to 47th and Wawona. 11-HOFFMAN was extended from Woodside & Portola to West Portal Station via Portola, Vicente and West Portal Ave. 18-SLOAT was renamed 46TH AVENUE and service remains the same except that on weekends the line will replace former 75 and be extended from 33rd and Point Lobos to the Palace of the Legion Of Honor. 19-POLK no longer serves SP Depot and was extended south from 22nd & Rhode Island to India Basin Industrial Park at Evans and Mendell with a weekday peak hour extension to the Hunters Point Triple A Shipyard. 25-SAN BRUNO (was 25-BRYANT) remains the same north of Bayshore & Sunnydale but in Visitacion Valley replaces part of old 29-VISITACION and travels via Sunnydale, Scherwin, Velasco, Castillo, Geneva, Santos and Sunnydale to McLaren Daycare Center. 33-ASHBURY operates as before from Golden Gate Park to 18th & So. Van Ness, then continue to 16th & Bryant, the new terminal and will no longer go downtown. This is the former evening and weekend alignment. 35-EUREKA route is unchanged between Castro/Market and 24th/Potrero, then via Potrero, 23rd, De Haro, 20th, Texas, 22nd, Tennessee and 20th to Third. 37-CORBETT continues its alternate Twin Peaks and Diamond Heights branches and was extended from Market and Castro via Market, 15th, Church, 14th and former Line 43 routing as far as Masonic and Haight. Old 42-SANSOME replaced by portions of new 42, new 44 and 19. New 42-DOWNTOWN LOOP is a two directional loop beginning/ending at the SP Depot at 4th & Townsend and serving an expanded downtown area. Buses with a Gold Arrow sign will loop clockwise via Townsend, 5th, Harrison, 11th, Mission, So. Van Ness, Van Ness, North Point, Columbus, Bay Embarcadero, Battery, 1st, Howard, 2nd, Townsend to 4th. Buses with a Red Arrow sign will loop counter clockwise via Townsend, 2nd, Folsom, Fremont, Front, Pine, Sansome, Embarcadero, Bay, Columbus, North Point, Van Ness, South Van Ness, Mission, 11th, Harrison, 10th, Bryant, 5th, Townsend to 4th.

MUNI Continued

43-MASONIC became a greatly expanded and more frequent crosstown line which operates as before from Chestnut and Divisadero to Cole and Parnassus, then via Parnassus, Judah, 9th Ave, Lawton, 7th Ave, Laguna Honda, Portola, Miraloma, Yerba Buena, Plymouth, Monterey, Gennessee, Judson, Phelan, Ocean and Geneva to Mission. Lift equipped Flxibles have now also been assigned to this line. 44-DIAMOND HEIGHTS replaced by extension of 52 line. New Line 44-O'SHAUGHNESSY begins at Public Service Health Hospital at 15th & California via Caliornia, 12th Ave, Clement, 10th Ave, Cabrillo, 8th Ave, Golden Gate Park roadways, 9th Ave, Lawton, 7th Ave, Laguna Honda, Woodside, O'Shaughnessy, Bosworth, Lyell, Alemany, Silver, Palou, Keith, Newcomb, Whitney Young Circle, Hudson, Ingalls, Middle Point and Jennings to Cargo. 51-SILVER replaced by portions of 44 and 54. 52-EXCELSIOR begins at Forest Hill Station and travels as old 44 to Glen Park/BART then Bosworth, Lyell, Alemany, Silver, Mission, Excelsior, Naples, Brazil, Prague, Russia, Naples and Geneva to Mission. There no longer is service along Avalon and Moscow Streets. 54-WILLIAMS was extended from 3rd & Newhall via Hudson and a one way loop in th Hunters Point ridge area via Ingalls, Northridge, Jerrold, Earl, Kirkwood, Kiska, Ingalls, La Salle, Cashmere, Hudson to 3rd & Newhall. 56-RUTLAND is new and replaces part of old 29. From McLaren Park bus travels via Mansell, San Bruno, Wilde, Delta, Tioga, Rutland, Sunnydale, Bayshore, Blanken, Executive Park Dr, Alana and Thomas Mellon Circle to Executive Park.

Future improvements include more service in the Third Street corridor, elimination of duplicative lines, added service to the growing Northern Waterfront, electrification of some diesel lines and a universal transfer access to other Bay Area regional carriers. The Metropolitan Transportation Commission and California Transportation Commission have both approved funds for several MUNI projects including preliminary design and engineering work for the cable car reconstruction project, conversion of Line 55-SACRAMENTO to trolley coach and combining it with 1-CALIFORNIA, preliminary and final design money toward conversion of 24-DIVISADERO and 10-MONTEREY lines to trolley coach and preliminary engineering for extension of track and overhead wire from 30th & Church on J Line to MUNI Metro Center.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT has received a $1.4 million grant toward purchase of six new buses with wheelchair lifts and to purchase and install four seats (two double seats) in each of the T8H5305A and T8H5307A buses which presently seat 45 because of continuing standee problems. A state grant toward purchase of an additional six lift equipped buses is also coming.

GREYHOUND LINES, INC (GL)

SAN FRANCISCO: The SANTA ROSA-MONTE RIO route through the Russian River area was discontinued with the close of business July 16 after approval of the Public Utilities Commission and planned institution of service by the new SONOMA COUNTY AREA TRANSIT. This route was originally RUSSIAN RIVER STAGES and was sold to PACIFIC GREYHOUND LINES in the early 1930s about the time the NORTHWESTERN PACIFIC RAILROAD discontinued passenger train service between Santa Rosa and Monte Rio. Effective September 3rd schedules on the SACRAMENTO-CONCORD-SAN JOSE route began serving San Francisco International Airport, Palo Alto and San Jose Airport while selected trips on the SACRAMENTO SAN FRANCISCO NON STOP EXPRESS route were extended to San Francisco International Airport. Buses on the SAN FRANCISCO-SAN JOSE-MONTEREY-PACIFIC GROVE route now serve San Jose Airport.

SFO AIRPORTER, INC. (APTR)

SAN FRANCISCO: The PUC has recently authorized APTR to raise its fares, the second time in three months. Adult fares between the San Francisco International Airport and downtown San Francisco are now $2.55.

COUNTY TRANSIT (CT)

SAN JOSE: On May 27 EXPRESS SEVEN-CUPERTINO-MOFFETT FIELD/AMES commenced operation replacing a previous bus pool commute service to Moffett Field Naval Air Station/NASA Ames Research Center complex. Route is from Miller & Bollinger in Cupertino via Bollinger, Lawrence Expwy, Prospect, Stelling, Stevens Creek, Cal 85, Evelyn, Ferry-Morse, Whisman, Middlefield (returns Whisman and Cal 237 to Cal 85 in PM), Ellis, US 101, Moffett Blvd and Ving to McCord looping McCord, Walcott and Arnold to Ving. 4am north bound/pm southbound trips weekdays using 3am/2pm buses. Numerous changes took effect with the July 7th Sign Up. 10-NORTH COACH DIVISION-SAN ANTONIO CTP SHUTTLE was re designated 40-SHUTTLE (because 410 is in the series assigned to Express lines) and daily operating hours (30 minute headway) were extended from 805AM/630PM to 625AM/630PM The number 10 designation had previously only appeared on CT Operations Department documents with public timetables referring to the route as "Shuttle". 15M-MORGAN HILL-JACKSON OAKS (South County) added hourly weekend/holiday service from 8AM to 7PM using 1 bus and also added early evening service weekdays from 6PM to 8PM using 1 bus. 22-MENLO PARK-EASTRIDGE, the system's main stem running along El Camino Real, extended hourly Owl service, which was begun last April 7 on weekdays, to weekends/holidays. 23-SAN JOSE-STANFORD SHOPPING CTR VIA STEVENS CREEK had weekend service improved as follows: Saturday headway decreased from 30 to 15 on the portion of the line betweem downtown San Jose and De Anza College in Cupertino from 9AM to 5PM (requirements up from 8 to 12 buses) and last bus of the day is now 830PM (was 730PM). Sunday/holiday service which formerly operated hourly over entire route and 30 minutely between Valley Fair Shopping Center and downtown San Jose now offers 30 minute headway over full length (increasing bus requirements from 5 to 8) and last trip of the day is 830PM instead of 730PM. 24-SAN JOSE-STANFORD UNIVERSITY VIA STEVENS CREEK added weekday peak trips serving the California Ave. (South Palo Alto) SP Depot as follows: 4 am eastbound short trips (approx 30 minutely) sandwiched between regular 30 minutely Palo Alto-San Jose service from California SP Depot via California to El Camino Real and regular 24 route thru Stanford Industrial Park, P.A. Veterans Hospital and Los Altos CBD to terminate at Foothill College; 4 pm westbound trips from Vets Hospital via Stanford Industrial Park to California SP and 1 westbound trip from San Jose deviated east off ECR to California SP and return west via California. 27-WEST VALLEY COLLEGE-SANTA TERESA HOSPITAL had Sunday/holiday service improved from 60 to 30 minutely (buses up from 3 to 6) and now operates on same 7AM-630PM schedule as on Saturday. 54-WEST VALLEY COLLEGE-SUNNYVALE/LOCKHEED had three weekday midday and every third weekend/holiday southbound trip (180 minutely) rerouted to run from Saratoga Town Center to West Valley College via Saratoga-Los Gatos Road and Fruitvale Ave instead of the more direct regular Saratoga Ave and Fruitvale Ave route as do 2am/3pm weekday peak trips. Local service in Palo Alto was completely reorganized with 86-STANFORD-MAYFIELD MALL which used to operate over a large ccw loop thru midtown and south Palo Alto, being split into two parallel routes - 84-SP DEPOT-MAYFIELD MALL VIA WAVERLY and 86-STANFORD-MAYFIELD MALL VIA LOUIS RD and 88-SP DEPOT-VETS HOSPITAL being replaced by 84 in central and midtown Palo Alto and connected to a "southern loop" route 88-VETS HOSPITAL-CALIF. SP DEPOT-CHARLESTON. Details are - 84 runs P.A. SP via niversity, Alma, Lytton, High, Hamilton, Waverly, California, Cowper, Colorado, Waverly, Alma, Meadow, Charleston, Middlefield, San Antonio, Alma and Mayfield to the Mall. Northbound on Mayfield, Alma, Ferne, Mackay, Shasta, Nelson, Charleston, then as southbound to P.A. SP. Headways are 30 minute weekdays 615A-645P and hourly to 845P and hourly 815A-515P weekends and holidays. 86 runs from Stanford University via Palm, Museum, Lolita, Poth, Campus Dr, Jordan, Medical, Pasteur, Welch, Quarry, Stanford Shopping Ctr circulation roads, El Camino Real, University (thru SP Depot), lma, Lytton, Wester, University, Middlefield, Channing, Greer, Embarcadero, Louis, Charleston, Middlefield, San Antonio, Alma and Mayfield to Mall. 84/86 headways are 30 minutely 615A-715P weekdays and hourly until 915P and hourly 845A-945P weekends/holidays. 6 coaches service both 84 and 86 on weekdays alternating trips from Mayfield Mall (arrive as 84 depart as 86 and vice versa) and 3 coaches on the same alternating scheme evenings/weekends/holidays.

CT Continued

88 operates a large bi-directional loop from Vets Hospital with the clockwise direction being Miranda, Hillview, Hanover, California, Park (Calif SP), Page Mill, Oregon Expwy, (ccw loops runs Oregon, Birch & Grant to Park), Cowper, Colorado, Greer, Louis, Meadow, Fabian, Charleston onto Arastradero and Miranda to Vets Hospital. Ccw loop runs from Hospital to Hillview, Foothill Expway to Arastradero and reverse of cw loop except as noted. Weekday peak trips are extended to serve the portion of Stanford Industrial Park west of Foothill Expway via Hillview and Arastradero. 3 buses provide base 30 minutely weekday service 6A-6P with a 4th added over the portion from Calif SP thru Industrial Park to Vets Hospital shuttling in the peak direction only (bus deadheads to terminal in opposite direction) to provide 15 minutely one way service on this segment. Evenings 6P-9P weekdays and weekends/holidays 845A-500P two buses run 45 minutely. Trips originate/terminate at Vets Hospital reversing the loop at this point instead of running in a continuous circle. Weekday off peak 96-KAISER HOSPITAL-DE ANZA COLLEGE and 99-SUNNYVALE SP DEPOT-DE ANZA COLLEGE, which are thru routed using 3 buses, had headways lengthened from 45 to 50 minutely reducing the number of trips northbound on 96 from 11 to 10 and southbound trips on 99 from 10 to 9 and 98-LAKEWOOD VILLAGE-DE ANZA COLLEGE had one early am southbound tripsadded to improve school service. In equipment news Gillig Neoplan #671 is the first coach of its type to appear in the ADB color scheme which eliminates the blue over orange "dip stripe" on all 4 sides in favor of straight blue over orange waist band on sides and rear and solid wide blue band beneath the windshield and 40' RTS II #1015 has been fitted with electronic Transign head and side destination signs as prototypes of what will be delivered as standard equipment on the 219 buses on order from Grumman/Flxible for the 870 model.

AZTEC BUS LINES, INC. (ABL)

SAN DIEGO: ABL Operators are still on strike (WT 9/80) and their labor organization, Local 1309 of the Amalgamated Transit Union, has filed suit in federal court against ABL, the County of San Diego and East County Cab Company accusing them of conspiracy to break the union. The lawsuit seeks unspecified treble damages that are allowed under the Sherman Antitrust Act, claiming the alleged conspiracy to break the union is a restraint of trade to cut competition. Using operators who have crossed picket lines ABL is furnishing the CHULA VISTA TRANSIT service and the Line 844, 845 and 854 service of COUNTY TRANSIT SYSTEM. EAST COUNTY CAB COMPANY is operating 14 passenger vans in the El Cajon/Lakeside area.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB has received the first two West German made Light Rail Vehicles (LRV) and all 14 are expected to arrive by Thanksgiving. Testing of the cars between downtown San Diego and the National City limits was scheduled for this month. Starting next July the San Diego to Border rail line will be operating on 15 minute headways. MTDB Directors have named Langley C. Powell as Managing Director of San Diego Trolley Inc., a non profit organization established by MTDB to operate the trolley system. Mr. Powell is presently Assistant Director of rail maintenance for the METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY. The State of California has agreed to provide funds to finance construction of a second track for the San Diego-Border line and purchase of additional rail cars, eight to ten more, depending upon the price. The complete second track instead of a passing teack at various points along the route will allow for faster operation. MTDB has accepted a feasability study and approved plans for preparing a financial study as the next steps toward building a $90 million trolley system serving East County residents (Lemon Grove-La Mesa-El Cajon). There is no assured source of funding this project and paying the costs and the analysis will detail alternatives including asking federal help, scaling the project down in affordable phases and perhaps asking voter approval of special taxes for financial support.

direction

SONOMA COUNTY AREA TRANSIT (SCAT)

SANTA ROSA: SCAT took over operation of the former GREYHOUND LINES service between Santa Rosa and Monte Rio via Sebastopol on July 17th and is operating more frequent service than GL did using a fleet of at least two former GL MC-5 buses. The agency also contracts with MEDOCINO TRANSIT AUTHORITY to provide its four day per week service between Point Arena and Santa Rosa serving intermediate points. SCAT has been acquiring several GMC TDH 4517s (various WT issues) for service expansion and SANTA ROSA TRANSIT is now using at least one of these. A joint agreement between the County of Sonoma ($85,000) and City of Santa Rosa ($25,000) has been finalized which allows for establishment of bus service between Sonoma and Santa Rosa consisting of four daily round trips which service will be expanded next year when twelve 35 foot Grumman Flxible 870 buses, now on order, arrive (WT 8/80).

CULVER CITY MUNICPAL BUS LINES (CCMBL)

CULVER CITY: Beginning September 16 a new Line 6-SEPULVEDA BOULEVARD operating between Fox Hills Mall and Olympic and Sepulveda Boulevards via Sepulveda commenced operation. Service is provided weekdays only using three buses operating 30 minutely between 630A and 900P plus a northbound trip from the Mall at 955PM and the last southbound trip from Sepulveda and Olympic at 1020PM. Weekday headway on Line 1-WASHINGTON BOULEVARD was increased to 15 minutely from 500A until 900P with three later trips in each direction and headways on Line 3-CROSSTOWN were increased to 20 minutely from 500A to 900P with the last southbound trip at 1043P and last northbound trip at 954P. Weekend service remained as before.

MONTEREY PENINSULA TRANSIT (MPT)

MONTEREY: July 1st brought a new fare structure to MPT and Monthly Passes were introduced which passes are good on both MPT and SALINAS TRANSIT SYSTEM. Cash fares were increased from 35¢ to 50¢. Two types of passes are available - a single zone pass at $18 is valid for travel within any one zone: Monterey Peninsula, Salinas, Carmel Valley or North County. A multiple zone pass, selling for $35, will allow passengers to travel anywhere from Watsonville to Big Sur. Effective August 30 the downtown Monterey transfer point was moved to the Plaza at the intersection of Munras, Tyler and Pearl. All buses will stop on the Tyler and Munras sides. On the same day peak hour service on Lines 9-FREMONT-HILEY, 20-SALINAS VIA MARINA and 21-SALINAS VIA HIGHWAY 68 was increased and Line 7-MARINA VIA BROADWAY received additional inbound service on Saturday. The MPT Board has called for bids on ten more Advanced Design buses which buses are to be purchased jointly with SALINAS TRANSIT SYSTEM which is buying seven with an option for up to four more. MPT's buses will be for fleet expansion while STS' will be to replace six buses built between 1949 and 1951 and the remainder for expansion. All buses will be lift equipped.

FORTIER STAGES LTD. (FSL)

FRESNO: An airport shuttle service between several San Joaquin Valley cities and the Fresno Air Terminal is in the works and expected to start this month. At least two round trips each day will be operated on two routings. One alignment will serve the Lemoore Naval Air Station, Hanford and Selma while the second route would serve Atwater, Merced, Chowchilla and Madera. One way fares would range from $4 to $9.50 depending upon distance traveled. FSL received PUC authorization for the service in August and has the following units available for service: one Cadillac limousine, a 13 seat minibus, two 39 passenger buses and one 47 passenger bus with a 22 seat small bus on order. All buses will have luggage racks underneath and/or overhead.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT Officials will be contacting Ventura County and the district's member cities (Ventura, Oxnard, Ojai, Santa Paula and Port Hueneme) asking that the amount of money each contributes to the system be increased and that they act to improve facilities for SCAT buses and patrons such as bus stop shelters, painted curbs and bus stop sign ercetion. During 1976-77 the cities and county contributed $1,361,881 in state and local transportation funds while they are only contributing $950,000 this year although all of SCAT's operating costs, particularly diesel fuel, have risen considerably and SCAT enacted a fare increase July 1st (60¢ adult, 50¢ student, 25¢ handicapped) to insure continued funding from other government sources which increase has caused a 19% patronage drop.

FRESNO TRANSIT (FT)

FRESNO: Handy Ride, FT's transportation system for the elderly and handicapped, has had its fare reduced from 80¢ to 35¢ since it has been combined, for accounting purposes with the regular fixed route services in order to generate the necessary twenty per cent farebox recovery for funding purposes. The State Attorney General's office advised the city this was an acceptable arrangement as long as Handy Ride is not exclusively used for the elderly and handicapped but will accommodate the general public.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: Using the County line bus a trial period service is now being provided into the 6th Avenue trailer park area. The bus will deviate through te area departing about 1030AM and connecting with the City line bus on Hobson Way. Return afternoon service will be available in reverse order with the County bus departing Hobson Way and 7th Street at 200PM. Depending upon patronage the agency will study ways in which this service could be provided on a regular basis.

MT. LASSEN MOTOR TRANSIT COMPANY, INC. (MLMT)

RED BLUFF: Operating between Red Bluff and Susanville on a daily round trip and currently using a Chevrolet pick up with a crew cab for passengers MTMT has been faced with the problem of increased passenger ridership and is seeking to buy a bus which would be suitable for mail, express and passengers. The company was incorporated in 1932 but was operating many years prior to that time.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: Because of its continuing disagreement with the GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT over the allocation of transit funds for use in the county MCTD officials had discussed the possibility of contracting with another carrier, most likely a private firm, rather than GOLDEN GATE TRANSIT to operate the Marin County local services as the MCTD Board felt they could receive the same service for less money. The labor protection portion of the Urban Mass Transportation Act, known as Section 13-c, provides that any agency using federal funds for a transit project shall not cause employees presently working to have their working conditions worsened and the possibility could exist that the withdrawl of the MCTD contract could force the GGT to layoff employees while other workers would receive employment or continued employment as the result of a new contract. The labor provisions could preclude this kind of a change from becoming a reality unless GGT was able to use the workers in another area because of expansion programs but this is not presently the case and it is believed the issue of changing contractors is now moot.

CITIFARE

RENO: This Washoe County funded/ATE managed four route system serving the Reno-Sparks metropolitan area has undergone the following changes since replacing the privately owned NEVADA TRANSIT COMPANY on September 18, 1978: On August 19, 1979 Line 1-MEADOW-WOOD-SPARKS was slightly rerouted in Sparks to run Lincoln, McCarren, Nichols, Howard instead of Lincoln, McCarren and thru Silver State Shopping Center to Howard, daily first trips from downtown Reno (2nd & Virginia) were changed from 550A to 450A on both the Meadowood and Sparks halves and weekday trips to Meadowood Center from downtown were added at 710P and 810P and from Meadowood to downtown at 610P and 740P and a thru trip to Sparks at 910P. 2-RENO-NORTH SPARKS had a minor rerouting in East Reno, jogging off Silverada into Tom Sawyer Village via Tom Sawyer and Carville to Silverada and added a one hour earlier inbound morning trip from Greenbrae Shopping Center at 550A and a one hour later evening trip at 640P. 3-KINGS ROW-SOUTHEAST RENO had the southeast portion extensively rerouted with the large ccw Mill/Kirman/Plumb/Terminal loop being replaced by running Mill, Kirman and Plumb to Terminal (Cannon International Airport) returning Plumb and Locust to Mill and was rescheduled with the first weekday trip from downtown to Airport at 550A (was 650A) and the 1120A trip to Kings Row dropped in favor of an additional trip to the Airport. 4-WEST 7TH-SOUTHEAST RENO was also extensively rerouted in the southeast with the large clockwise Mill/Matley/Vassar/Terminal/Plumb/Locust/Mill loop being replaced by a ccw loop via Mill, Matley, Vassar and Terminal to Mill, thence ducking north off Mill to loop thru the MGM-Grand Hotel/Casino complex and returning to Mill and was also rescheduled similarly to Line 3. On April 6, 1980 the 450A daily trips to Meadowood and Sparks from downtown on Line 1 were dropped as were Friday and Saturday only trips from Reno to Sparks/Greenbrae at 1110P, 1210A and 110A and the 550A first trips on the southeast legs of Lines 3 and 4 were dropped as was all Sunday service on these two lines. CITIFARE is expecting the first of its 13 Citicruisers this month with completion of deliveries by January 1, 1981. This will enable CITIFARE to replace the nine used GMC TDH 4517s (#10-90 by tens), five of which are required to meet regular schedules and also to inaugurate system route expansion.

GRAY LINE OF PORTLAND (GLOP)

PORTLAND, ORE: GLOP has begun motorcoach tours to the Mount St. Helens volcano country. Included is a visit to the town of Toutle extensively damaged by the flood. There is also a lake cruise to within fifteen miles of the mountain for $3 extra. The land tour is about six hours long and costs $22. A helicopter tour is being planned which, when begun, will cost $50 per person and will be 5½ hours in duration.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The new East Metro Bus Storage and Maintenance Division located at East Colfax and Interstate 225 opened September 7th. The facility will house up to 250 buses and will relieve the present overcrowding at both Alameda and Platte Divisions. The RTD lines serving the eastern sections of the district will be based at East Metro as will local lines serving downtown Denver and local crosstown lines. Express buses serving east and southeast neighborhoods and Park/Ride facilities will also be base here. Service changes occurred September 7 including establishment of new Line 36Y-AVOCA EXPRESS which will operate three trips to/from downtown Denver from the facility at Hampden and Wadsworth. The Brighton Circulator A/B will be discontinued and a new regional T was started to operate one trip from Wagon Road PNR to Brighton serving Bridge Street city offices and the Judicial Center. Former Line 3-ALAMEDA was divided into 3-ALAMEDA serving East Alameda and 4-WEST ALAMEDA serving the West Alameda Avenue area. 80-80TH CROSSTOWN service frequency was reduced from 30 to 60 minutely.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Guiton Charter Lines	8001-8004	Eagle	10/30283,-,-,-	
Trans Cal	80-81	Eagle	10/30309-30310	
Snohomish County PTBA	209-210	Flyer	D9635/2141-2142	
Calgary Transit System	483-502	Flyer	D10240/1604-1623	
Vaca Valley Bus Lines	7715	MCI	MC9/U34693 S14654	
Abbey Charter (Fresno)	207	MCI	MC9/-	
Roesch Lines	438-439	MCI	MC9/-,-	47 RR
All West Tours	(556	GMC	P8M4905A/1481	
	(566	GMC	H8H649/095	
CITIBUS (Lubbock Texas)	unkn	GMC	T7W203/A027-A044	
Eureka Transit Service	11	Microbus	CB/B2859W3354	29 w/lift
USED				
Mendocino Transit Authority	18	Twin	TC25/25684	SCCTD 480
Sonoma Area Transit	503-504	MCI	MC5/5193,5224	GLW 2556,2586

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AS THE GM SEES

Joe Drummond has been doing a fine job in securing films for the meetings. In September we saw "Crossings" from the American Association Of Railroads and "The American Way" from DOT. Other films to be seen may include "Flight Patterns" from the Department of Airports, a film from Santa Fe, "Whittlino", and hopefully a special film from California Parlor Car Tours.

A four color map showing bus and rail lines in California is available from CALTRANS in their Public Information Section at 120 South Spring Street, Los Angeles - no charge.

Plenty of New York City bus maps still available. If interested please enclose a self addressed LARGE envelope with sufficient postage (about 54¢).

Motor Bus Society Fall 1981 convention will be held in San Francisco. Begin now to make plans to attend. It would be great to see a large turnout of WTS Members. Your GM attended the 1978 Los Angeles convention which was excellently organized.

Hope to see you at upcoming meetings. Please try to be early so we can start at 7:30 sharp - with "little" Trevor at home your GM has to leave around 900-930 and really does not want to miss any of the entertainment - thanks.

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Meetings Nov 9, Dec 14, Jan 11, 730PM, 272 Alpine St, Pasadena, CA