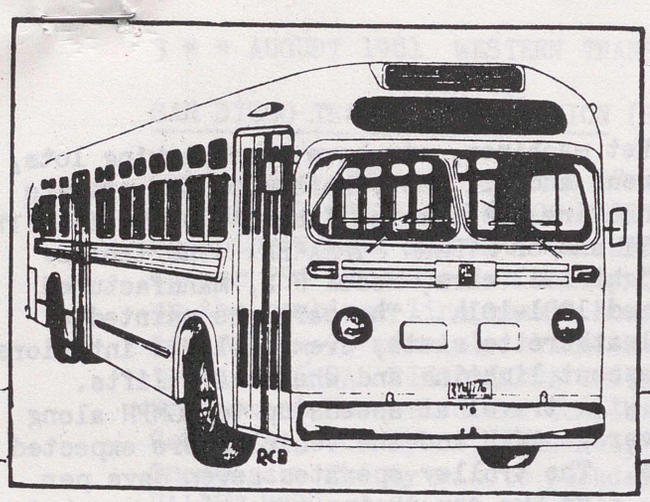
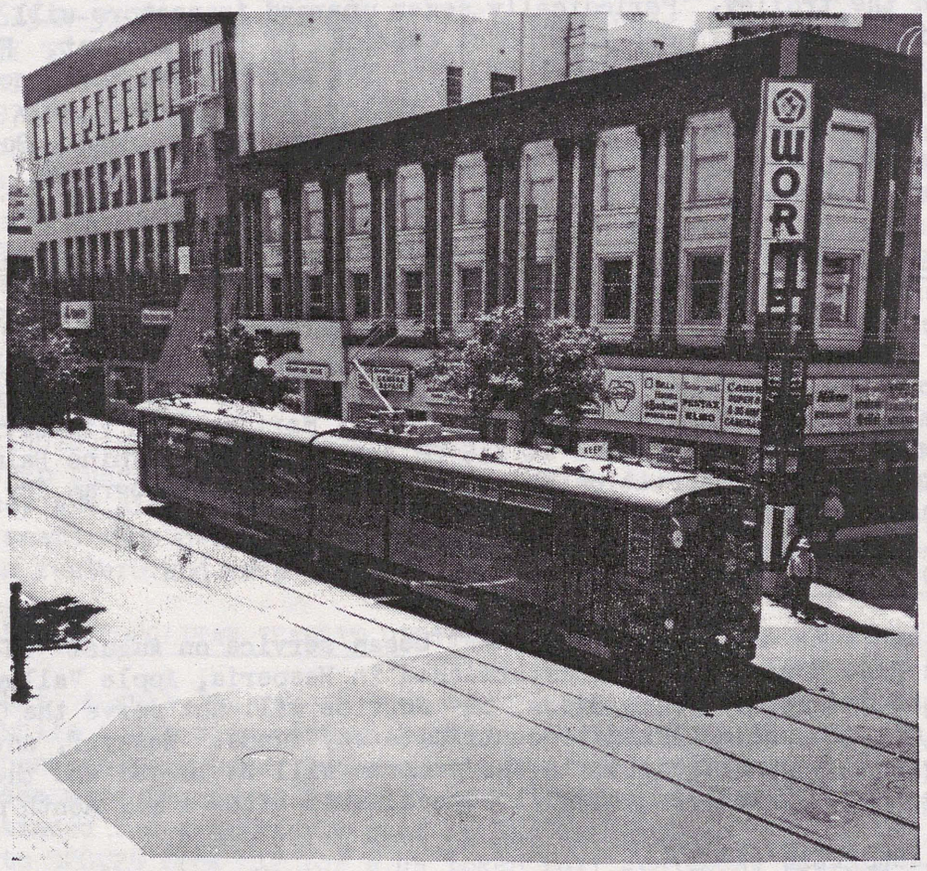


Western Transit

Monthly Publication of The Western Transit Society

VOL. 19 NO. 8 AUGUST 1981



(MTDB Photo)

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Following a week of free rides, various dedications and festivities, the SAN DIEGO TROLLEY began operations on Sunday July 26, 1981. Billed as the least expensive rail transit system built in the United States in the last forty years the $86 million project was built on time without federal aid. Construction costs were held down by use of existing railroad right of way, former San Diego & Arizona Eastern trackage. The line operates from the Santa Fe Depot in downtown San Diego to San Ysidro via C Street, 12th Avenue, National Avenue and private right of way with sixteen additional stations (3rd Ave, 6th Ave, 8th Ave, City College, 12th & Market, 12th & Imperial, Barrio Logan, Harborside (28th), Pacific Fleet (32nd), National City/8th, National City/24th, Chula Vista/H St, Chula Vista/Palomar, Palm City, Iris Avenue and Beyer).

MTDB Continued

Each station has a waiting area with shelters and ticket machines, six have free parking lots, several have bicycle racks, some have Kiss And Ride areas and all the stations on the private right of way except National City/8th Street have connecting bus service from SAN DIEGO TRANSIT CORPORATION, NATIONAL CITY TRANSIT, CHULA VISTA TRANSIT and/or STRAND STREAKER. The trolley fleet consists of fourteen double ended articulated light rail cars, Model U 2, manufactured by Siemens/DuWag of Dusseldorf, Germany and are numbered 1001-1014. The cars are painted a bright red outside. Inside they have sixty four red leatherette seats, creme colored interiors, openable standee windows (no air conditioning), fluorescent lighting and wheelchair lifts. The cars, powered by electricity from overhead wires, will travel at speeds up to 50MPH along the right of way. Speeds in the downtown area will average 9MPH and the vehicles are expected to cover the 16 mile route in approximately 33 minutes. The trolley operates seven days per week from 530 AM to 830PM on fifteen minute headways. Five two car trains are being operated with four cars as spares. Fare collection will be by means of the Self Service Barrier Free System whereby passengers will purchase their tickets from the ticket vending machines at each station and board the trolley. Periodically seven unarmed inspectors will board the trains and spot check riders who will need to produce evidence of fare payment. Fare evaders will be given a $20 fine for the first offense, a $50 fine the second time and a court appearance will await a three time offender. This type of fare system is used extensively in Europe where transit officials estimate there is a three per cent fare evasion rate. Bus routings of SAN DIEGO TRANSIT, NATIONAL CITY TRANSIT and CHULA VISTA TRANSIT were altered, in some cases substantially, and the details will be outlined in the September WT.

DESERT STAGE LINES (DSL)

TWENTYNINE PALMS: Beginning August 3rd DSL began operations seven days per week between Twentynine Palms and Victorville via Flamingo Heights, Landers, Johnson Valley and Apple Valley. Cost of a one way ticket end to end is $8.80. One daily round trip is offered leaving the Twentynine Palms terminal at 730 AM arriving The K Mart Mall in Victorville at 1030 AM. The return trip will depart Victorville at 115 PM and arrive Twentynine Palms at 330 PM. The California Department of Transportation is helping to fund this program for one year through its inter city bus program.

DESERT AREA RAPID TRANSIT (DART)

HESPERIA: Using two vans and three sedans DART began service on August 3rd at 700 AM. An inter-area Dial A Ride system has been established in Hesperia, Apple Valley and between these two communities and George Air Force Base. The service will not serve the City of Victorville because the City Council has declined to contribute any funds. However, any calls from Victorville residents wishing to participate in the program will be logged and then placed before the council. The $260,000 experiement will be evaluated after a six month period.

AIRPORT BUS OF BAKERSFIELD (ABOB)

BAKERSFIELD: Effective August 3rd ABOB added more trips to its schedule (WT 7/81). The new schedule now calls for a bus every two hours from Bakersfield from 5AM to 7PM. From Los Angeles International Airport departures are from 830AM to 830PM with a final trip at 1100 PM. The one way fare is $20 with children at half fare. Beginning August 7th the ABOB terminal was scheduled to move from the lobby of the Regal Oak Inn to a facility at 24th and H Streets. The rapid growth of express service necessitated moving to a larger location.

MOVING? BE SURE TO SEND WESTERN TRANSIT YOUR NEW ADDRESS AS SOON AS POSSIBLE SO THAT YOU DO NOT MISS ANY ISSUES

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Effective April 27 Lines 16, 25 and 41 were rerouted in several areas. 16-COLLEGE GROVE-SAN DIEGO-MISSION VILLAGE operated formerly between College Grove Shopping Center and downtown San Diego and it was extended over the routing of the former 25A thru Mission Valley Center, Fashion Valley to Mission Village. Headways on the combined line remain hourly Monday thru Saturday. On Sunday the former 16 segment is 90 minutely while the former 25A segment is hourly and there are no thru trips. 25-SAN DIEGO-LINDA VISTA-CLAIREMONT continued to operate between downtown and Clairemont Mesa Blvd and Complex Drive and was then extended along Clairemont Mesa, Convoy St, Convoy Ct, Shawline, Clairemont Mesa, Clairemont Dr to Clairemont Mesa and Onondaga. Thirty minute weekday and hourly weekend service is offered. 41-FASHION VALLEY-UCSD was shortened to operate between Fashion Valley and the Torrey Pines Golf Courses instead of continuing on to 15th and Camino Del Mar in the City of Del Mar. Weekday service is half hourly 545AM-545PM (did operate to 1015PM), Saturday service is hourly 615AM-515PM (did operate to 715) and Sunday service was discontinued. NORTH COUNTY TRANSIT DISTRICT Line 301-OCEANSIDE-DEL MAR was extended southward from downtown Del Mar to UCSD and the VA Hospital to connect with 41. The sixty five New Look T8H5307A buses from General Motors of Canada are now going into service and have been observed on Lines 4-CLAIREMONT-LOMITA VILLAGE, 34-LA JOLLA and 35-OCEAN BEACH so far. The air conditioned buses have openable windows, 49 blue fibreglass seats with padded inserts, lift equipped with one wheelchair position, have blue interiors upper sides and aluminum paneling below. The units also feature electronic headsigns, a "Bus Stop" signal to indicate someone has pulled the buzzer cord, push doors and center strip fluorescent lighting.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD is currently taking delivery of its order of Grumman Flxible 870 Advance Design buses. Numbered in the 700 series the buses feature the standard NCTD paint shheme, are air conditioned with openable standee style windows, have 46 blue fibreglass seats with padded inserts, one wheel hair position, lift equipped and have the kneeling feature and have blue and white interiors.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: August 1st saw an increase in bus fares. Basic fare was raised from 35¢ to 50¢ while the senior citizen/handicapped all day fare of 15¢ remained that during off peak hours but was increased to 25¢ during peak hours (7-9AM and 2-6PM). Monthly passes were increased from $10.80 to $20.00, bi monthly and annual passes were discontinued but a quarterly pass at $58 was created. Token prices were also increased, to $20.25 from $12 for a 45 token roll and to $1.35 from $1 for three. UCSB quarterly passes, an issue which has occupied more of the MTD Boards time at public hearings than any other, directors agreed to offer a $7.85 per student ticket and a $12.50 per staff and faculty ticket in negotiations for a new UCSB contract. Lift equipped Gillig Phantom buses were placed into service on three lines July 5. Lines 5-MESA-CITY COLLEGE, 11-STATE ST-HOLLISTER AVE-UCSB and 20-CARPENTERIA EXPRESS now have lift equipped units. The lifts will not be able to be deployed at the Transit Center at 1020 Chapala Street because the driveway is too narrow and passengers will need to use other downtown stops. None of the stops downtown on Line 20 will be accessible so that passengers wishing to board Line 20 buses must phone at least a half hour in advance to request a special stop at Chapala and Canon Perdido.

MT. LASSEN MOTOR TRANSIT COMPANY (MLMT)

RED BLUFF: A second schedule between Red Bluff and Susanville (about 100 miles) has been added starting July 1st. This provides a complete round trip from each terminal daily except Sundays. This second trip is sponsored by CALTRANS.

ORANGE BELT STAGES (OBS)

VISALIA: Beginning July 6, 1981 a new service was started between Fresno and Paso Robles via Hanford. This is in addition to the daily round trip between Bakersfield and Paso Robles via Wasco which was the original OBS route almost fifty years ago. On that same date OBS took over the operation of the FRESNO-DINUBA-VISALIA service, formerly operated by GREYHOUND LINES. This consists of a daily round trip except Sundays Fresno to Visalia and continuing on to Lemoore. An additional round trip, six days per week, is operated between Fresno and Dinuba with the equipment tie-ing up in Dinuba over night. This marks the reentry of OBS into Fresno as the firm once operated a Coalinga to Fresno route some twenty years ago. The Fresno-Dinuba-Visalia route of Greyhound Lines had at one time been part of the Anchor Stage Line, later Valley Transit, later California Transit, later Pacific Greyhound Lines, later Anchor Bus & Truck Company (no connection with Anchor Stage Lines), later back to Pacific Greyhound Lines and now to OBS. This is the first time in perhaps twenty five years that PGL and successors have given up any operating rights to another carrier in California.

REDWOOD EMPIRE LINES (Eureka-Redding Stages, Inc. dba,)

REDDING: This operator has also started a second round trip per day seven days per week between Eureka and Redding. A complete round trip is now available from each terminal and like MT. LASSEN MOTOR TRANSIT, the second trip is sponsored by CALTRANS.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Memorial Day weekend saw renewal of the two seasonal free "Rainbow" beach shuttles: SANTA CRUZ BEACH-MALL, County Bldg to Beach/Boardwalk via Pacific Garden Mall (20 minutely 9AM-7PM) and CAPITOLA VILLAGE, Highway 1 and Bay Ave to Capitola Village/Beach (10 minutely 930A-630P), both using one bus and operating weekends to June 11, daily thru Labor Day and weekends to mid September. Also on May 23 a third free shuttle, CAPITOLA MALL-CAPITOLA VILLAGE, was added weekends only operating 15 minutely 930A-630P using one bus. Route is from Capitola Mall via 41st Ave, Capitola Rd, Wharf Rd, Cliff Dr. On June 26 another free park and ride shuttle was introduced in the Live Oak District under an UMTA funded demonstration project whereby a permit only parking zone was established extending from the Santa Cruz Marina/Twin Lakes Beach area to 41st Ave and approximately $\frac{1}{4}$ mile inland from the shoreline. Under the plan non residents must buy a $5 permit (good only on date of issue) to park on public streets between 10AM and 6PM daily or they have the option of using either of two free parking lots, a large one on 17th Ave adjacent to the SP Santa Cruz-Watsonville freight branch line and a much smaller one at 41st and E. Cliff. Serving these lots are two new SCMTD free beach shuttles: LIVE OAK-TWIN LAKES running 15 minutely (two buses) from the 17th Ave lot via 17th, E. Cliff to 16th jogging off E. Cliff via 16th to Geoffroy and looping back to 16th, E. Cliff to 5th and looping 5th onto Lake, Eaton and 7th to E Cliff; and LIVE OAK-PLEASURE POINT-41ST AVE running 30 minutely (1 bus) from the lot via 17th and E. Cliff to the second lot at 41st Ave. Both routes are operated daily 10AM to 6PM. The ex SANTA CLARA COUNTY TRANSIT DISTRICT Twin Coach TC 31s #881-886 and 8004-8009 are used exclusively on the five beach shuttle lines and are readily identified by rainbow colored flags on the roof at either side of the headsign and the rear air conditioner housing and the large "Free Shuttle" lettering on the dash and each side. Eleven of the twelve Twins have been painted in the new "black window" scheme and 8004 and 8006 have had a rainbow colored band applied over the blue waist belt on the sides. Fleetwoods 809 and 810, the original Beach Shuttle "rainbow buses" have been deactivated and were placed into storage along with 817 (3612/001) and 818 (4512/2499) in early July and were joined later in the month by cannibalized Twin Coach 886 which is to be scrapped.

SCMTD Continued

The only other route change effected with the summer schedules on June 12th was on 4-HARVEY WEST where the Harvey West loop off River Street via Coral, Harvey West Blvd, DuBois and Encinal, formerly operated by all trips in both directions, is now operated only outbound from Pacific Garden Mall 645A-1245P and inbound only from Paradise Park 157P-857P with reverse direction trips continuing along River Street. SCMTD began receiving delivery of fifteen 35 foot Gillig Phantoms #8050-8064 in late June. 8050 entered service in late July on mountainous rural 41-BONNY DOON (interlined with Santa Cruz local 8-COUNTY HOSPITAL) where the rugged terrain had caused excessive wear on transmissions and brakes, first on Chevy/Wayne Transettes 851-856 and then TDH 3301s 811-816. 8061-8064 of the Phantom order are to be equipped with special low gear transmissions and engine retarder brakes for this service. Having exhausted the 800 number series (895-899 are Chevy Vans used as crew relief units), SCMTD has jumped to the 8000 series in a fleet numbering scheme that encompasses all Santa Cruz city owned vehicles.

OMNITRANS (OT)

SAN BERNARDINO: The City of San Bernardino has been divided into four zones for Dial A Ride purposes. Vehicles are restricted to their assigned zones. Fares per zone are $1.50 for adults, 75¢ for seniors, 50¢ for handicapped and transfers are 5¢. The city is generally divided by Waterman Avenue east/west and Highland Avenue north/south. Also on July 6th was the combination of former Line 17-LOMA LINDA and 30-MENTONE. (It is believed that 30-REDLANDS serving the southern part of the city stayed unchanged). The new 17 operates as before from an Bernardino through Loma Linda to Redlands and then operates via Orange, Colton, Church, Brockton, Lincoln and Mentone to Amethyst. The new 30-NORHT REDLANDS begins at Redlands Blvd and Orange Ave via Orange, San Bernardino, Church, Lugonia, Texas, Colton and Orange to Redlands Blvd.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT is in process of receiving fifty one new GMC RTS buses, model T8060A, with 44 seats, padded seats in the front section and fibreglass with padded inserts in the back. The units have wheelchair lifts and two wheelchair positions and have ten small (4 doorside, 6 blindside) sliding windows in case of air conditioning failure. The buses have Luminator electronic display front and side destination signs and a full hand crank front dash display sign. The buses are also equipped with the "Stop Requested" signs which are activated when someone pushes the buzzer cord.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: GET fares were to rise this summer: regular fares from 35¢ to 40¢, senior citizens from 15¢ to 20¢, student fare cards from $14 to $16 and Get A Lift rates will rise from 75¢ to $1. Student cash fares will remain at 25¢. Operating expenses continue to rise and the present labor contract for bus operators and mechanics expires in September. Service is to be expanded in September to Greenfield, Rosedale, Olive Drive and other areas. GET is also planning tpurchase 14 new buses and 3 Get A Lift vehicles this year.

GREYHOUND LINES, INC. (GL)

SAN FRANCISCO: GL has filed an application with the Public Utilities Commission for a 7.5 per cent increase in passenger fares and in local and interline express rates. The minimum fare is proposed to be 80¢ and no change is proposed in connection with the method used to construct round trip fares (190% of one way fare).

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: Line 4-NORWALK-BOLSA CHICA STATE BEACH resumed operation on Friday June 19th for the summer season operating Monday through Saturday charging a 50 cent fare operating six round trips on a rough 90 minutely headway. From the Norwalk Square bus terminal buses travel via Pioneer, Carson, 605 Freeway, 405 Freeway, Seal Beach Blvd and Pacific Coast Highway to Warner Loop (Bolsa Chica State Beach).

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: MCTD sponsored buses will be rolling on a 1981/82 $3.2 million budget. The district supports 16 buses on four local lines operated by GOLDEN GATE TRANSIT. Local fares will rise next January 1st as follows: basic fare 60¢ to 75¢, student ticket 40¢ to 50¢, senior/handicapped 30¢ to 35¢. Several service reductions were also authorized to be effective this September 13 including combination of Lines 27 and 35 between Sleepy Hollow and Santa Venetia, extending Line 1 to Kaiser Hospital to replace them plus cutting back the Marin City extension of 1 except for two morning and two afternoon trips serving schools, shortening Line 43 in the afternoon to begin at Redwood High School rather than Tamalpais High School and reduction to 60 minute headways on Line 23-FAIRFAX-SAN RAFAEL after 8PM.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT plans to set up 25 car pools at a cost of $400,000 for two years dependent upon federal approval of a $325,000 grant. This program would be similar to the van pool program. Each car pool of five commuters would operate for at least six months. The cars, selected for comfort and fuel efficiency, would be leased to the district and then subleased to the commuter pools at a breakeven rate. Directors have earmarked $35,000 to provide a left turn lane on Park Presidio Blvd in San Francisco so GGT buses can serve the Geary corridor. The National Park Service has provided a $24,000 grant to continue six round trips on Line 63 between Marin City and Stinson Beach via Shoreline and Panoramic highways through October 11. Directors have authorized filing a $1.85 million lawsuit against Campbell Industries of San Diego and its subcontractors, Avco Corp., Avco-Lycoming, Sier-Bath and Jacuzzi Bros over alleged defects in the three Larkspur ferries. Since 1977 the boats have suffered continuous problems in the gas turbine power plant and the gear boxes. The ferry builders have completed about $5 million in warranty repairs on the boats, but the gear boxes are still troublesome and the manufacturer no longer wants to fix them. The District is awaiting word from UMTA on a $2.3 million request that would allow a conversion to diesel engines for fuel efficiency. GGT will purchase three buses equipped with wheelchair lifts including one from REGIONAL TRANSIT in Sacramento and two from Pacific Bus Rebuilders on San Ramon. Passenger fares on Club Buses, a fleet of 25 chartered buses traveling to points in San Francisco where GGT buses do not go and subsidized by GGT, will not be raised contrary to staff proposala to increase these fares. A joint hearing with the Sonoma County Board of Supervisors will be held August 19th concerning a Sonoma proposal to use $365,000 to subsidize separate local bus service in Sonoma instead of buying the service from GGT. The proposal includes eliminating Line 70 between Santa Rosa and Petaluma, establishing two local fare zones in the county, increasing the local fare from 50 to 60 cents and to $1.20 for a two zone ride and increasing inter county bus fares ten cents for travel to or from Sonoma County. SONOMA COUNTY AREA TRANSIT is currently providing a small measure of local county service while SANTA ROSA TRANSIT and PETALUMA TRANSIT provide local bus service within their respective cities and there are several Dial A Ride services in various areas of the county.

BOISE URBAN STAGES (BUS)

BOISE: BUS took delivery during the spring of ten T8H5307A lift equipped buses. These are the first forty foot buses in the city. Beginning February 23 a new line, 21-BOISE AVENUE serving the southeastern part of the city was inaugurated. Service operates half hourly during weekday peak hours and hourly weekday midday and on Saturday. Line 11-BROADWAY AVENUE was extended to the Centennial and Independence subdivisions while Line 12-CURTIS ROAD was extended to the rear of Overland Park and Saturday service was discontinued. There were other minor changes on a half dozen of the BUS lines.

PEOPLE MOVER (PM)

ANCHORAGE: PM took delivery of fifteen new wheelchair lift equipped Flyer Industires Model D901A 10240 buses. These new buses will allow establishment of six new routes and improved headways on a number of existing lines in order to meet increasing passenger traffic. On July 20th a new line to Peters Creek, Eagle River and Birchwood was started and at the same time frequencies on Lines 3, 60, 75 and 78 serving Northern Lights, Providence Hospital, Ocean View nd Fort Richardson were decreased. Five additional new lines are due to be inaugurated in August. The city is in process of establishing a downtown circulation loop routing. A former London Transport double decker bus has been purchased for this service and is presently being renovated including switching the British drivers seat from right to left and moving the front door from left to right.

COUNTY TRANSIT (CT)

SAN JOSE: SAN JOSE PARK & RIDE: This city sponsored, CT operated downtown shuttle, connecting the CBD and SP Depot with a city parking lot under the elevated structure of I-280 at Vine Street, was discontinued after June 30 when fiscal year funding for the project was not renewed. Service had begun on the CBD route on June 1, 1979 and on the SP branch on October 6, 1980, and was carried on CT operating records as Rt 17. The four Twin Coaches (#452-455) which had been specially repainted for this service have been removed to dead storage at Central Division. On May 23 new route 16-ALUM ROCK PARK SHUTTLE commenced operation weekends/holidays only for the summer thru Labor Day. Route begins at King Road and Alum Rock Ave looping cw King, Shortridge, S 34th and Alum Rock continuing on Alum Rock to a turnaround inside Alum Rock Park. Operates from Central Division using one bus hourly 9AM-5PM. The park was originally served by the Peninsular Railway, later San Jose Railroads until abandonment about 1933. Sporadic bus service by various operators has continued over time.

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-AS THE GM SEES-

A special thank you to new member Jay Roberts of Temple City. Jay has been attending meetings for the past three months and has brought some excellent slides for show and sale. If you are looking to add to your collection begin attending meetings and you may find what you are looking for, either from Jay's slides or someone elses.

Many of you, I believe, are also members of the Motor Bus Society. May I once again encourage you to attend the MBS Convention in San Francisco October 17-18. I will be there representing WTS and I would like to have a good number of WTS members with me.

Bill Vallow
General Manager

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Pierce County PTBA (Tacoma)	111-143	GrFlx	45096-8-1/91325-357	correction
Dallas Transit System	901-985	GrFlx	40102-8-1/93313-397	
Bellingham Muni Transit	(873-877	GMD	T6H4523N/M018-022	
	(878-883	GMD	T6H4523N/M001-095	
Corvallis Transit System	730-732	GMD	T6H4523N/A3500019-021	
Rogue Valley Trnst District	601-603	GMD	T6H4523N/A3500022-024	
Colorado Springs Transit	1665-1668	GMD	T8H5307A/B3500557-560	
Urban Trnst Auth (Victoria)	837-865	GMD	T6H5307N/B3500611-639	
Long Beach Transit	4401-4451	GMC	T8060A/812280-2330	
Yosemite Transp System	80	GMC	P8M4108A/153	
Hamman Stage Lines	(53	GMC	P8M4905A/1174	
	(101-102	MCI	MC9/-	
Gray Line Downtown Aptr(Seattle)	58-61	MCI	MC9/-	
Santa Cruz MTD	8050-8064	Gillig	3596T6V92/80038-51,53	front lifts
Kopecky Corp Chtr Buses	2419	Eagle	10SE/30379	
Central Contra Costa TD	unkn	Chance	RT50/8170126-27	23 w/lift
Lawrence Berkeley Lab	unkn	Chance	RT50/8070097-098	23 w/lift
City of Santa Maria, CA	unkn	WideOne	B33T4BK229048	12 w/lift
City of Concord, CA	(unkn	WideOne	B33T6BK229049	16 w/lift
	(unkn	WideOne	B33T7BK229044	"
City of Martinez, CA	(unkn	WideOne	B33T3BK229042	13 w/lift
	(unkn	WideOne	B33T8BK233166	"
USED				
Santa Cruz MTD	(8004-8009	Twin	TC31B/25732,671,	CT 528,467,
	(		693,701,	489,497,
	(		623,714	419,510
Evergreen Stage Line	153	GMC	PD4107/1077	Ohio Rapid 580
Bremerton Tacoma Stages	123	GMC	TDM4515/130	
Cascade Bus Lines (Medford)	131	GMC	TDH4517/333	RT 131
Tacoma Suburban Bus Lines	(unnumb	GMC	TDH5301/3128	Indpls 1306
	(101	GMC	SDM5301/449	MsnTrails 604
Hamman Stage Lines	(55	GMC	PD4106/599	
	(59,61	GMC	PD4107/922,924	GLW 1724,26
East Salem Cable Car	504	GMC	TDH3501/260	Stkn MTD 1805
Rogue Valley Trnst District	(202,209	GMC	TDH3714/563,569	TRI MET
	(303,321,328	GMC	TDH4517/318,306,313	Richmond Va
	(477	GMC	TDH5301/1477	Toronto 2982
	(517	GMC	TDH5301/1517	Brecksvl 17

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