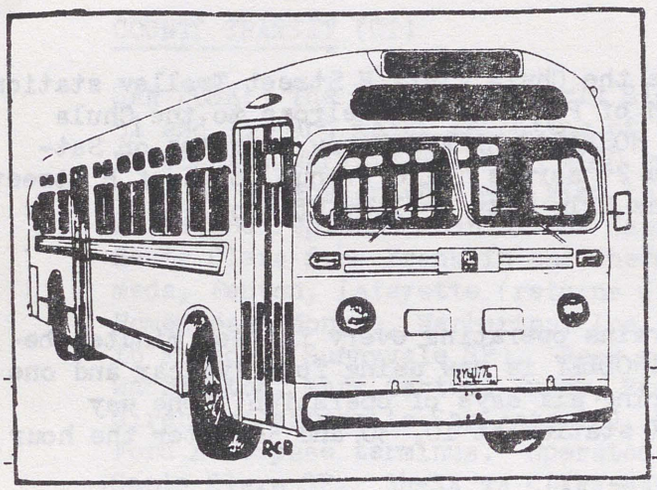


Western Transit

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TRANSIT IN SAN DIEGO COUNTY

SAN DIEGO: Bus routings of SAN DIEGO TRANSIT, NATIONAL CITY TRANSIT, CHULA VISTA TRANSIT and THE STRAND STREAKER were revised, in some cases substantially, with the opening of the SAN DIEGO TROLLEY on July 26th. SDT's 13-ALLIED GARDENS-SOUTHEAST SAN DIEGO was extended from its former 43rd and Delta terminal via 43rd, Delta, Vesta, Main, 32nd, Harbor Dr. and 28th to Main serving Trolley stations at Pacific Fleet (32nd) and Harborside (28th). 29-POINT LOMA-OTAY MESA was rerouted between downtown San Diego and National City to replace former Line 32 and was extended in Otay Mesa to the Iris Avenue Trolley station. Routing south of 4th and Broadway is Broadway, 10th, (11th northbound), Imperial, 16th, Logan, Sigsbee, Main, National City Blvd, 8th, Highland, 4th Ave, E Street, 3rd Ave/Beyer Way, Picador, Del Sol, Beyer and Iris to the Trolley station. 32-SAN YSIDRO-NATIONAL CITY, once the main north-south bus route in the South Bay, now operates between the International Border and the National City/24th Trolley station except for two early morning weekday trips, one departing the border at 455AM and the other from I and Broadway in Chula Vista at 500AM, which operate over the former 32 alignment. The new 32 operates via San Ysidro Blvd, Cottonwood, So. Vista, Poplar, Beyer, Iris serving Trolley station, 30th, Del Sol, Beyer, Coronado, Outer Rd, Hollister, Main, Broadway, H St serving Trolley station, Broadway, 24th and Wilson into Trolley station. 33-IMPERIAL BEACH-OTAY MESA is a two way loop (33 counterclockwise and 33A clockwise) and it was rerouted to serve both the Palm City and Iris Avenue trolley stations. The 33 alignment is via Iris, Beyer, Del Sol, Kostner, Kimsue, Picard, Palm, 1st, Imperial Beach Blvd, 9th, Holly, 11th, Iris, 13th, Imperial Beach, Thermal, Satellite, Saturn, Coronado, 27th and Iris. Former 12-COLLEGE GROVE-NATIONAL CITY-LOMITA VILLAGE and 100-SOUTH BAY EXPRESS were both discontinued with the close of business July 24th. The SAN DIEGO TROLLEY operates between approximately 600AM and 830PM and during the off hours construction of the second track takes place. During the hours between 800PM and 200AM a replacement bus service, operated under contract with the METROPOLITAN TRANSIT DEVELOPMENT BOARD, is provided. 51-SUPPLEMENTAL TROLLEY SERVICE operates from Kettner and Broadway via Broadway, 10th, (11th northbound), Imperial serving 12th Avenue Trolley station, 16th, Logan, Crosby serving Barrio Logan station, Harbor Drive passing both Harborside and Pacific Fleet Trolley stations, Interstate 5, 24th and Wilson to National City/24th Trolley station. Half hourly service using two buses (900 series lift equipped T8H5307As) charging regular SAN DIEGO TRANSIT fares. The initial replacement route traveled outbound along C Street, as does the Trolley, but passengers were not used to buses on that street and the buses were also operating on different streets in the Logan Heights area and in National City. The current routing became effective August 9th. NATIONAL CITY TRANSIT also made changes. Line 601-4TH-DIVISION-30TH was extended to serve the National City/24th Trolley station and the Plaza Bonita Center, but will no longer serve the Sweetwater Road/Valley Road loop. 602-PLAZA BLVD-18TH-LINCOLN ACRES was also extended to the 24th Trolley Station. 603-CLEVELAND AVE-PARADISE VALLEY HOSPITAL was discontinued and the Sunday only 604-DIVISION-4TH-PLAZA now serves the National City/8th Trolley station giving that station bus service only one day per week. 601 and 602 operate 45 minutely in base hours and half hourly in peaks while 604 runs hourly.

TRANSIT IN SAN DIEGO COUNTY Continued

CHULA VISTA TRANSIT realigned all of its lines to serve the Chula Vista/H Street Trolley station while 702-HILLTOP-MELROSE-PALOMAR now serves the length of Palomar from Melrose to the Chula Vista/Palomar Trolley station. 703-J STREET-COMMUNITY HOSPITAL-OLEANDER now operates on Saturday while 707-3RD AVENUE was discontinued. SDTC Line 29 serves Third Avenue south of H Street. THE STRAND STREAKER now stops on Hollister Avenue at the Palm City Trolley station.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Originally scheduled to use five two car trains operating every fifteen minutes between downtown San Diego and San Ysidro THE SAN DIEGO TROLLEY is now using four two car and one three car trains and operating every twenty minutes during all days of operation. One way running time is 42 minutes. Trolleys depart the AMTRAK station at 10, 30 and 50 after the hour while they depart the Border at 00, 20 and 40.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: August 30th brought a number of route and service changes to NCTD lines. 302-OCEANSIDE-ESCONDIDO LOCAL was changed to terminate in downtown Escondido at Valley Pkwy and Escondido Blvd. except that it will continue to terminate at the Escondido Village Mall after Line 381 ends service for the day. Night service on 306-VISTA-FALLBROOK and 309-CARDIFF BY THE SEA-PLAZA CAMINO REAL-CAMP PENDLETON 22 AREA has been trimmed while Sunday service on 312-SOUTH OCEANSIDE-PIPE MOUNTAIN-PLAZA CAMINO REAL was discontinued. 316-MISSION AVE-OCEANSIDE BLVD-PLAZA CAMINO REAL will be extended to Francine Villas while 318 will now provide direct downtown Oceanside to Vista Broadway service via Oceanside Blvd and Melrose Avenue. 321-CARLSBAD-LAKE SHORE GARDENS-SPINAKER HILLS will now operate weekdays between 718AM and 1018AM and between 218PM and 618PM and on Saturday between 1000AM and 500PM. On Saturday 381-ESCONDIDO HIGH-ESCONDIDO VILLAGE MALL, 384-ESCONDIDO-RANCHO BERNARDO and 385-MALL-ESCONDIDO COUNTRY CLUB will now all operate hourly. The western portion of 382-FELICITA PLAZA-9TH AVE will be assumed by 308-ESCONDIDO-SOLANA BEACH-CARDIFF BY THE SEA.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: Chatsworth and Simi Valley now have GLW service. Two round trips daily are provided by schedules between Los Angeles and Thousand Oaks which also stop at Hollywood, North Hollywood, San Fernando.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: A joint AC TRANSIT and MUNI Monthly Pass, selling for $2 less than the combined cost of separate passes, was scheduled for implementation September 1st. The ACT monthly Transbay pass will be utilized and a MUNI sticker indicating month and year will be purchased and affixed to the face of the pass. The combined pass is being promoted as "The MUNI Connection". Beginning August 26 through October 30 Line 75-LEGION OF HONOR SHUTTLE service will be provided on Wednesday, Thursday and Friday to the Legion of Honor from 33rd and Geary on a 15 minute headway between 1000AM and 300PM. Routing will be from 33rd and Geary via Geary, 34th, Legion of Honor Drive, looping the fountain at the Legion of Honor and returning via Legion of Honor Drive, Clement, 33rd and Geary to stop farside of 33rd Avenue.

SEND IN YOUR NEW ADDRESS SO THAT YOU DO NOT MISS ANY ISSUES OF WESTERN TRANSIT

WTS MEMBERSHIP MEETINGS ARE HELD THE SECOND SUNDAY OF EACH MONTH AT 700PM AT 272 ALPINE STREET IN PASADENA. SUPPORT YOUR ORGANIZATION AND ATTEND THE MONTHLY MEETINGS

COUNTY TRANSIT (CT)

SAN JOSE: The July 6 quarterly Sign Up saw the introduction of four new lines (32, 34, 51 and 74) and major rerouting of two others (52 and 81)). Details as follows: 32-SANTA CLARA-SUNNYVALE/SO. PALO ALTO runs between the Santa Clara and Sunnyvale SP Depots with an extension thru Mtn View to the Ford Aerospace Plant in So. Palo Alto weekday peaks and replaces most of the Cabrillo Ave. portion of 81. Starts on a cw loop in Santa Clara from Franklin and Sherman via Sherman, Benton, Railroad, Franklin, The Alameda, Benton, Lafayette (returns directly on Franklin between Lafayette and The Alameda), Homestead, Monroe, Warburton, Los Padres, Cabrillo, Bowers, Monroe onto Reed, Evelyn to Frances (Sunnyvale SP). Peak route (3am-3pm trips) extends from Frances west on Washington, Mary Central Expwy, Middlefield, San Antonio, Charleston, Fabian (returns direct on Fabian to San Antonio), E. Meadow Dr and looping ccw on E. Meadow Circle at Ford Aerospace terminus. Operates from North Division and is interlined with 34 at Santa Clara SP. 34-SANTA CLARA-MAYFIELD MALL/SO. PALO ALTO runs from Santa Clara SP thru south Sunnyvale, west Los Altos and Mtn View to Mayfield Mall with a weekday peak extension thru the So. Palo Alto industrial area to Ford Aerospace. Begins on the Sherman/Benton/Railroad/Franklin loop as 32, then via Franklin, Lafayette, Benton, Monroe, Homestead, Kiely, Benton, Flora Vista, El Camino Real, Wolfe, Fremont, Miramonte, Cuesta, Springer, El Monte, El Camino, Rengstorff, Central Expwy and Mayfield to terminal loop around Mayfield Mall. Peak service (3 am wb, 2 pm eb trips) extends to Ford - in morning service bypasses the Mall westbound and continues north on Rengstorff to Middlefield to San Antonio and makes a large ccw loop via San Antonio, Charleston, Fabian, E. Meadow Dr, E. Meadow Circle (Ford terminus), E. Meadow Dr, Louis, Charleston, Middlefield, San Antonio, Central & Mayfield to Mall loop. In the afternoon 34 makes the Mall loop, then via Central and San Antonio, makes the So. Palo Alto/Ford loop, then returns east on Middlefield to Rengstorff (bypassing the Mall) and regular route to Santa Clara. 51-MOFFETT/AMES-VALLCO PARK replaces that portion of 52 between Mtn View SP and Moffett Field during off peak and along Grant Rd at the western edge of Mtn View and Los Altos at all times and provides new service along Homestead Rd thru Sunnyvale to Vallco Fashion Park in Cupertino. Operates from North Division. 74-EASTRIDGE-MILPITAS VIA CAPITOL joins 70 and 71 to provide a third parallel service along the East San Jose corridor and replaces 70 on Capitol. From Eastridge Shopping Ctr at Quimby & Eastridge via Eastridge loop, Quimby, Capitol Expwy, Ocala, Leeward, Story, Capitol Expwy onto Capitol Ave, McKee, Jackson, Flickinger, Hostetter, Capitol, Abel, Serra & Main to Weller looping Weller, Abel, Marylinn and Main. Operates from Agnews Division.

SUMMARY OF NEW SERVICES AS OF JULY 6, 1981

	WEEKDAYS			WEEKENDS		
RT	HOURS	HEADWAYS	BUSES REQD	HOURS	HEADWAYS	BUSES REQD
32	6AM-8PM	60)	6am/5pm/4/1	8AM-6PM	60)	4
34	6AM-7PM	60)		8AM-6PM	60)	
51	6AM-9PM	30day/60eves	4/4/2	8AM-6PM	60	2
74	530A-830P	30day/60eves	4/4/1	730A-730P	60	2

Bus requirements are divided peak/base/evenings

Major changes on other services were made also. 52-MOFFETT FIELD-FOOTHILL COLLEGE routing simplified to provide more direct service between Mtn View SP and Foothill College, off peak service to Moffett Field replaced by new 51 and a large loop serving north Mtn View was added weekends/holidays only. Peak hour routing between Moffett/Ames and Mtn View CBD remains the same but the southern portion changes to run from Evelyn via Castro, El Camino and El Monte to Foothill College. Weekends/holidays extends north from Evelyn on ccw loop Castro onto Moffett Blvd, Central, Stierlin, Montecito, Bailey, Villa, Castro and Evelyn to SP. Weekday peak requirements remain at 3 buses but reduced to 2 at other times with same basic 30 weekday/60 evening/weekends.

COUNTY TRANSIT Continued

81-EAST SAN JOSE-VALLCO PARK is a rerouting and extension of former 81-E. SAN JOSE-CABRILLO CABRILLO/CALABAZAS and 81A-E. SAN JOSE-KAISER HOSP. The extension, which replaces a portion of midday rt 99 between Kaiser and Vallco, takes off from theformer combined part of 81/81A at Homestead and Monroe and runs Monroe, Harrison, Lincoln, Benton, Kiely, Homestead, Tantau, Pruneridge and Wolfe to Stevens Creek. Former weekday peak thru routing of 81A trips with 21-ALUM ROCK discontinued, same basic headways maintained and vehilces 6/6/7 weekdays and 5/5/5/weekends. EXPRESS 3-BART/FREMONT-SAN JOSE SP DEPOT extended 2 am nb/2 pm sb weekday peak trips from SP to Los Gatos via Montgomery onto Bird, I-280, Southwest Expwy, Stokes, Bascom, Hamilton, Winchester onto Santa Cruz, looping Blossom Hill, University, Saratoga and Santa Cruz. Also added two am nb/pm sb trips between Los Gatos and North San Jose to North 1st and Highway 237. Fremont terminal routing also changed. EXPRESS 5-EASTRIDGE-MOUNTAIN VIEW added an EASTRIDGE-LOCKHEED VIA GREAT AMERICA leg with two trips each peak period. EXPRESS 6-CAMPBELL-MOFFETT PARK had two peak hour trips extended to originate/terminate in the Park & Ride Lot at Hillsdale and Cambrian in Camrian Park while EXPRESS 7-WESTGATE-MOFFETT FIELD had service reduced from four to two trips due to lack of ridership. 40-SAN ANTONIO CTR-NORTH DIVISION SHUTTLE had major weekday peak hour route changes to serve the Mtn View industrial area north of Bayshore Fwy between San Antonio and Sterlin Rds whereby 4 am nb/pm sb trips (40 minutely) transform the route into a large loop with the regular routing between CT's North Division at L'Avenida & Macon and El Camino & San Antonio forming the eastern half of the loop. Morning trips run ccw over the western loop from El Camino via San Antonio, looping thru Mayfield Mall, San Antonio, Casey, Marine, Garcia, Charleston, Stierlin and L'Avenida to Macon returning regular route to San Antonio Ctr. PM trips reverse the loop. Off peak and weekend trips remain 35 minutely using 1 bus. Other route and schedule changes affected 21-ALUM ROCK, 22-EASTRIDGE-MENLO PARK, 26-EASTRIDGE-SUNNYVALE/LOCKHEED, 54-WEST VALLEY COLLEGE-SUNNYVALE/LOCKHEED, 62-PIEDMONT HILLS, 70-MILPITAS-SEVEN TREES VIA EASTRIDGE and 99-SUNNYVALE-VALLCO PARK. In equipment news the first of the 219 Grumman-Flxible 870s (#1600-1818) entered service in June and by the July 6 signup over 40 were in use. Their deployment into the active fleet has accelerated the phasing out of the last 60 Twin Coach TC 31s, most of which are now concentrated at North Division. Ironically service on new lines 32 and 34 is furnished by some of the few remaining Twins. Nimco Bus Sales & Parts of San Jose has been awarded a $52,950 contract to replace the all forward facing, multi colored seating on ex HAWAIIAN SCENIC TOURS 53 passenger GMC New Looks #4712-4718 with conventional transit seats. The order for 30 articulated buses awarded June 29 was split evenly between M-A-N ($4,361,332) and Crown Coach/Ikarus ($4,785,535) and, under an UMTA grant, life cycle cost (LCC) data will be gathered on each type to determine whether LCC vs. low initial bid should be a basis forawarding equipment contracts. The second fare increase in 14 months was effected August 10 as basic system fares rose from 35¢ to 50¢, express fares from 75¢ to $1, day passes from 70¢ to $1, 22 ride tickets from $7 to $10, basic monthly passes from $12 to $17, express monthly passes from $25 to $34 and student fares from 10¢ to 25¢ with an $8.50 monthly student pass replacing the $4 Orange Key pass and the $1 ten ride ticket was dropped. On the matter of senior and handicapped fares, the County Transportation Commission had recommended charging 10¢ at all hours instead of only at peaks, but the Board of Supervisors, who also sit as the CT Board, voted 3-2 for free rides at all times. The newly enlarges and modernized South County Division in San Martin was dedicated May 26 and renamed Gladys Jackson Division in honor of one of the area's senior civic leaders and the descendant of a pioneer Morgan Hill family. The new division, the system's smallest, houses 30 buses including all 11 Mercedes Benz 0309Ds #200-210, 22 of which are deployed at peak hours on E12-GILROY-SAN JOSE EXPRESS, 15M-MORGAN HILL-JACKSON OAKS, 15G-GILROY LOCAL, 19-SOUTH COUNTY DIAL A RIDE and 68-SAN JOSE-GILROY-GAVILAN COLLEGE.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: September 13 was the day for the fall Shake Up which brought with it several route changes. 37-EUCLID STREET was rerouted in Fountain Valley to operate via Talbert and Brookhurst in lieu of Ward and Ellis while 42-LINCOLN AVENUE had the winter schedule reinstated with all trips ending at Westminster and Seal Beach. 46-BALL ROAD was rerouted in Cypress to operate on Bloomfield in lieu of Denni between Ball and Lincoln while in Irvine 78-MICHELSON was realigned from Jamboree to Von Karman between Alton and Michelson. A new line, 59-SANTA ANA-NORTHEAST ANAHEIM VIA GRAND/GLASSELL was started. Half hourly peak service on weekdays only is provided using 4 buses (a mix of 1100s and 1600s) and the line is based at Division 4. Route is from Kraemer and La Palma via Kraemer, Miraloma, Miller, La Palma, Kraemer/Glassell/Grand, Dyer, Orange, Warner and Halladay to Central. Northbound trips operate via Halladay, Dyer, Orange, Warner, Grand and reverse to Northeast Anaheim. 82-WEST NEWPORT-UCI VIA COAST HIGHWAY was cancelled, it had originally been suspended for the summer. The 41 leg of 141-NEWHOPE-SEGERSTROM/SLATER was extended at both ends. In Irvine the line was extended from Alton and Jamboree via Jamboree, Barranca, Culver, Barranca, East Yale Loop, Yale, Irvine Center to Saddleback College. In Huntington Beach the line was rerouted from Slater via Gothard, Center, Beach, Edinger to Gothard to serve Golden West College, Huntington Center and Old World. Service west and north of Slater and Gothard was discontinued. The 141A leg remains unchanged between Disneyland and Irvine. The former Westminster Circulator 161, now 161-NEWLAND-TRASK was realigned and shortened to operate only one am northbound and one pm southbound trip. The line begins at Edinger and Gothard and Edinger, Newland, Trask, Hoover, Main to Golden West and Westminster High School. 161 is now operationally combined with 58-17TH/WESTMINSTER CROSSTOWN. 202-SAN CLEMENTE-THE CITY PARK/RIDE no longer serves the Myford Road park and ride stop and, as of August 30th, 209-SAN CLEMENTE-NORTHEAST ANAHEIM-CSUF PARK/RIDE was extended north from Northeast Anaheim via La Palma, Kraemer, Riverside 91 Freeway, Orange 57 Freeway, Chapman and Commonwealth to Nutwood (California State University at Fullerton campus) replacing the former 210-SAN JUAN CAPISTRANO-CSUF which was suspended for the summer and the officially discontinued.

TAHOE AREA REGIONAL TRANSIT (TART)

TAHOE CITY: Sunday service on the BROCKWAY-TAHOE CITY-TAHOMA line was discontinued August 2 because less funding than expeeted for TART operations was received from Placer County this year, and will henceforth be offered only during the winter months (approx December 15-April 15) when the Tahoe City-Squaw Valley Ski Bus is added. The Washoe County (Nevada) Commissioners voted on August 4 to enter into a joint powers agreement with Placer County for extending TART across the state line from Brockway, Calif. to serve Crystal Bay and Incline Village, Nevada and to fund the operation thru the 1981-82 fiscal year in the amount of $238,000 which includes $150,000 for the purchase of two 30 passenger buses (presumably additional Argosy/Microbus C-50s). It is planned for this service to begin by March 1982 with Washoe County leasing the buses back to Placer County and paying the latter an estimated $76,000 annually for their operation and maintenance. Such an agreement will be less expensive than having the Washoe County Regional Transportation Commission (which operates CITIFARE in Reno) begin its own transit system in Incline Village. Equipment on the TART roster for the 1981 summer service consists of 16 passenger 1975 Mercedes Benz 0309Ds # 1 and 2 and 29 passenger 1980 Argosy/Microbus C-50s, also #1 and 2. Redundant fleet numbering is not uncommon on TART which for some time had two M/B 0309Ds numbered 3 on the property.

WTS MEETINGS ARE HELD THE SECOND SUNDAY OF EACH MONTH - 272 ARPINE, PASADENA - 700 PM

MOTOR BUS SOCIETY FALL MEETING IN SAN FRANCISCO THE WEEKEND OF OCTOBER 17-18,1981
CONTACT MBS FOR DETAILS - P. O. BOX 7058 WEST TRENTON, NEW JERSEY, 08628

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: Dial A Ride returned to this area September 1st as PVVTA and the Palo Verde Association for Handicapped Citizens signed a temporary agreement whereby PVVTA and PVAHC will each share one half the cost (total cost estimated to be $24,000 annually) of providing transportation to senior citizens approximately five hours each weekday after the already existing handicapped run is completed. The DAR program will require passengers to call in 24 hours in advance and the per ride cost is $1.25 with service available Monday thru Friday. The system will still be required to attain ten per cent farebox recovery. The preexisting handicapped run has been making 23%, but previous DAR percentages were around 5. The handicapped association has indicated a willingness to turn over the complete transportation program to PVVTA if and when the program is successful.

OMNITRANS (OT)

SAN BERNARDINO: The first express bus service in OT history commenced operation August 24 as Line 75-SAN BERNARDINO-MONTCLAIR EXPRESS was inaugurated. The line operates half hourly in both directions during weekday peak hours using four buses, hourly in the base and on Saturday using two buses. 400 series GMC RTS 04 buses are assigned. From the Montclair Plaza buses travel Monte Vista, Moreno, Central, San Bernardino Fwy, Vineyard into Ontario Airport, Valley Blvd/Holt into San Bernardino Fwy, Sierra, Valley passing the Fontana Park and Ride lot at Kaiser Hospital and the Bloomington Park and Ride lot (a county lot at Valley and Cedar), Cedar, San Bernardino Fwy, I-15E Fwy, 2nd, D Street and 4th to E (San Bernardino). At the same time the routings throughout the West End plus Line 14-MONTCLAIR-YUCAIPA were substantially altered. 14 now operates from the Montclair Plaza via Monte Vista, Moreno, Mountain, Foothill, Campus, 11th St, 9th Ave, San Bernardino Rd, 13th Ave, Arrow Route to Sierra in Fontana, then previous route to Yucaipa. Former Lines 52 thru 60 were realigned and renumbered. 60-CHAFFEY COLLEGE operates from the Plaza via Moreno, Benson, Arrow, San Bernardino, Carnelian, Baseline and Haven to the college and is interlined with 63-MONTCLAIR (old 53) which runs from the Plaza to Indian Hill Village via Moreno, Mills, San Bernardino, Ramona, Kingsley and Mills. 62-EUCLID AVE-NORTH UPLAND (old 52) now runs directly along Euclid from Walnut Ave in south Ontario to 24th Street in the San Antonio Heights area. 64-CHINO and 65-LOS SERRANOS replace 54 and 55. 64 runs via Monte Vista, Palo Verde, Central, Walnut, Monte Vista, Philadelphia, Pipeline, Walnut, Ramona, Riverside, Pipeline, Chino, Roswell, Schaffer, Norton, Chino, Yorba, Riverside, Monte Vista, D, 8th, Telephone Walnut and Central returning to Montclair. 65 operates via Monte Vista, Holt, Central and former route to Los Serranos. 64 and 65 are interlined as before. 66-N.E. ONTARIO -AIRPORT runs via Monte Vista, Palo Verde/5th, Campus, 6th, Holmes, Deodar, 11th, 7th, Campus, Arrow, San Bernardino, 13th, Arrow, Grove, 7th, Baker, 6th, Vineyard to Airport. 67-EAST ONTARIO runs via Monte Vista, Palo Alto, Fremont, Kingsley/D, Imperial, 6th, Calaveras, 4th to Vineyard. 68-SO. ONTARIO-CHINO runs via Monte Vista, Palo Verde, Benson, B, Mountain, Holt, Euclid, D, Sultana, Holt, Vine, Phillips, Cypress, Francis, Mountain, Walnut, Cypress, Riverside, Oaks, C, 10th, B, Central, Philadelphia to Telephone. 69-S.E. ONTARIO operates Monte Vista, Palo Verde, Central, I, Vine, H, Sultana, Belmont, Bon View, Woodlawn, Campus, Philadelphia, Euclid, Francis, Sultana to Belmont and return to Montclair. 14, 62, 64 and 65 operate hourly while 60, 63, 66, 67, 68 and 69 operate 40 minutely. All West End lines are now anchored at the Montclair Plaza and only and only 67, 68, 69 continue to serve the Ontario terminal at D and Sultana. 14 no longer runs on Sunday, 62 runs weekdays only and the others run an abbreviated Sunday schedule, usually 10AM to 5PM. The 1000 series Flxible 45102s appear to have been reassigned to the West End lines although there are also some RTS 04s. Line 75's fare structure is a 60¢ base fare with zone charges of 20¢ (maximum two zones) of a $1 fare from Montclair to San Bernardino. OT's local fare is 50 cents. Line 75 is being placed on a six month trial basis.

TRANSIT IN WEST MAUI, HAWAII

LAHAINA, MAUI: In recent years the west coast of Maui has seen a dramatic growth in to tourism with a resultant hotel, condominium and apartment building boom along the Honoapiilani Hwy (Rt. 30) north of Lahaina town, an historic whaling station and sugar mill center, to Napili Bay, including the vast Koanapali Beach Resort. With this has come a need for public transit to meet the demands of both the residential population em loyed by the tourist industry and of the tourists themselves. BLUE SHORELINE TRANS-PORTATION (BST), a privately owned bus line advertised as "West Maui's only public transit system", serves primarily the local residents with routes operating from La-haina north along Hwy 30 to Kaanapoli Beach (4 mi) and Napili (10 mi) and south along Hwys 30 and 31 (Kihei Rd) to Wailea (20 mi). Garaged at Punkoil on Hwy 30 just north of the Kaanapali Beach Resort, BST provides the following daily services: LAHAINA-KAANAPALI-NAPILI operates one round trip from Lahaina (Front & Hotel Sts) at 645AM and 3 round trips 120 minutely from 5 to 9PM (1 bus) via Hwy 30 with front door service to each of the major hotels within the Kaanapali Beach (Whalers Village shopping center) into LAHAINA-KAANAPALI, operating 60 minutely 830AM-930AM and 530PM-830PM (1 bus) and 30 minutely 930AM-530PM (2 buses) and KAANAPALI-NAPILI running hourly (1 bus) from 9AM to 5PM. LAHAINA-WAILEA, which serves the more recently developing resorts to the south along Kihei Rd offers less frequent service with 3 round trips leaving Lahaina at 830A, 1030A and 330PM (1 bus). Current BST roster consists of transit bodied Microbus #8, Bluebird transit types (with high back forward facing seats) #9, 10, 13 and 16 (25 pax) and 11 (33 psgr), Fleetwood FL-TB-3 #12 (23 psgr, ex SAMTRANS 272 or 275), Ford Van #14 and Isuzu microcoach #15. Ex SAMTRANS Fleetwood #274 is also owned but inoperable and has not been repainted in BST colors of blue with white roof and waistband. All buses are diesel powered except 14 and 15. In contrast to BST the KAANAPALI BEACH RE-SORT JITNEY (KBRJ) exists solely to serve the tourists lodged in the several major hotels and condominiums located within this area and is operated by the Resort's devel-oper, Amfac Corp. The Jitney line begins at the Hyatt Regency, at the south end of the resort, and travels north on a Y shaped route serving the Golf Course, the Maui Surf, Royal Lahaina, Sheraton Maui and Kaanapali Beach hotels and the Whalers Village where connections are made with BST for Lahaina and Napili. In addition, the Jitney operates along a private road to connect with the five daily round trips of the Lahaina, Kaana-pali & Pacific Railroads "Sugar Cane Train", a popular steam passenger line, at Kaana-pali station. Two buses provide 15 minutely service to the hotels from 9AM to 330PM and three trips per hour to the Golf Course beginning at 1030AM and a single bus runs 30 minutely with all trips serving the Golf Course from 330PM to 830PM except for a driver's dinner break between 6 and 7. Fare is 75¢ for a one way trip or $1.25 for an unlimited one day pass. The unique jitney equipment, painted dark green with white wheels and lettering, consists of Minibus conventionals #4 and 5 fitted with a simulated antique hood and radiator shell and a roof bell and two unnumbered Minibus articulated "Tourmobiles" with similar trolley car features but with forward drivers cab and cable car type roof gong. The articulated section rides on dual axles, has an unused exit door two window lengths back of the articulation and is "open air" (indowless) to the rear of this door and around the end of the coach.

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EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Santa Monica Muni Bus Lines	4748-4762	GrFlx	40102-6C-1/92887-901	correction
No County Trnst District	700-734	GrFlx	40102-6C-1/93134-167	46, lift eqpd
Intercity Transit (Olympia WA)	1223-1225	TMC	T30/9054-1 to 9054-3	Citycruisers
SAMTRANS	(700-709	Crown/Ikarus	286-TRABJ22A2BB/100017-100026	Articulateds
Goodall Chtr Bus Service	(1973,1980	MCI	MC9/S14449-50	
	(1956,1981	MCI	MC9/S15212-13	
	(1957-1958	MCI	MC9/S16211-12	
Trans Cal	61-62	MCI	MC9/S-	
Peninsula Charter Lines	335	Prevost	LeMirage/-	
USED				
Monterey Salinas Transit	(151-154	GMC	SDH4501/037,024, 045,069	AC 116,103, 124,148
GLOSF	209	GMC	SDM5302/051	Delta 706
Everett Transit	(253	GMC	T6H5306A/275	Schenck 701
	(254-258	GMC	T6H5307A/124,127-29,31	PA of NY-NJ
	(259-261	GMC	T8H5307A/2313,2324,2389	RTD 3175, 3186,3251
Intercity Transit	(1213-1214	GMC	TDH4519/477,1235	Evanston 326, Blue M C 61
	(1218	GMC	TDH4519/481	Evanston 330
	(1219	GMC	TDH3301/035	Nantasket 65
	(1220-1222	GMC	TDH4517/1558,109, 1557	Tac Sub 215, So. Coach -, Tac Sub 21
	(1226-1228	GMC	TDH4517/1689,1634, 545	LVBL 50, Moore 455 Moore 453
	(1229-1232	GMC	T6H4523N/726,5,7,8	Shortway Lns 01-04
	(1233	GMC	TDH4517/759	Mobile 3991
Hesselgrave Charter	4701	GMC	P8M4905A/140	Inquisitors 7
Sunshine Chtr & Tours	73	GMC	S8M5303A/197	GL-Miami P141

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AS THE GM SEES BY BILL VALLOW

A last reminder about the Motor Bus Society convention in October in San Francisco.

A special thank you to member John McKane for sending me some excellent pictures of Colorado Springs buses. If anyone else has any, please let me know.

A worthwhile addition to your transport library is The People's Railway by Anthony Perles. It is an illustrated history of the Municipal Railway of San Francisco. John McKane contributed to this volume. While it is mainly a history of the relationship between the transit system and the city government and the resulting politics, there are many excellent illustrations and diagrams. The text is interesting as well. It is published by Interurbans.

Finally a note about attendance. I am put in mind of a line from "I Love Lucy": It's lonesome out here! While I have paraphrased the line, it does show that we could use many more of you at our meetings. Bring slides, movies, models, whatever, but most of all, bring yourself. You will have a most enjoyable evening.