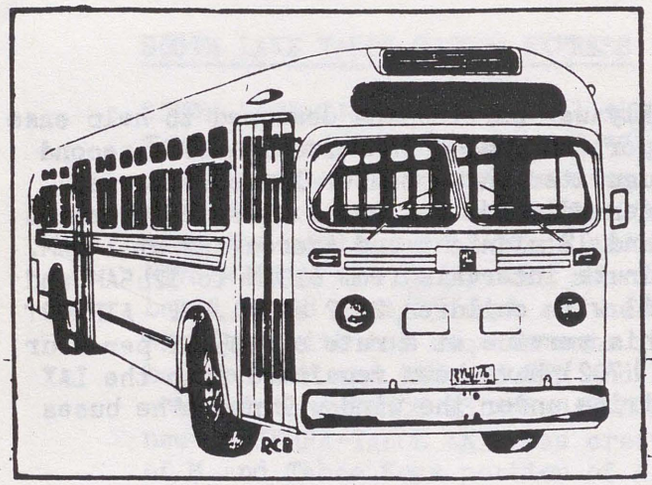


Western Transit

Monthly Publication of The Western Transit Society

VOL. 19 NO. 10 OCTOBER 1981

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: RTD began its second major set of service improvements this year involving 28 lines and affecting the San Fernando Valley, Wilshire Corridor, South Bay, Harbor Freeway Corridor, Southside and Orange County. The former 83-WILSHIRE BOULEVARD was replaced by five lines including 20-WILSHIRE-SANTA MONICA, 21-WILSHIRE-UCLA, 22-WILSHIRE-CENTURY CITY-BRENTWOOD-SANTA MONICA, 308-WILSHIRE-SANTA MONICA LIMITED and 309-WILSHIRE-CENTURY CITY-BRENTWOOD LIMITED. 20 now operates 24 hours per day between Santa Monica and downtown. 22, which operates every day, and 309, which operates weekday peak hours only, divert off Wilshire via Santa Monica Blvd. and Beverly Glen Blvd. to serve Century City and certain Line 22 trips begin/end at Century City. 308 operates between 6AM and 6PM on weekdays providing all day limited stop service. Five lines were rerouted to better serve the USC campus. 442-HAWTHORNE BLVD.-LOS ANGELES EXPRESS (former 5X), 737-SAN PEDRO PARK/RIDE, 810-LOS ANGELES-CARSON-SAN PEDRO, 813-LOS ANGELES-WEST TORRANCE-MARINELAND and 814-LOS ANGELES-REDONDO BEACH-PALOS VERDES EXPRESS operate north along Harbor Freeway to Santa Barbara to Figueroa to 11th or 12th to Olive, 1 st, Los Angeles, Alameda, Macy to Union Station except that 737 still follows the Flower/Hope, Temple routing as before. 832 and 832A were replaced by 115 and 116 respectively and changed in the Westchester/Playa Del Rey area to operate via Manchester, Loyola Blvd to Loyola University, Manchester, Pershing, Napoleon, Sterry, Vista Del Mar to Culver Blvd and Pacific Ave returning via Culver and Pershing to Manchester. 313-VENICE BOULEVARD LIMITED was added operating reverse direction limited stop service between downtown Los Angeles and Ocean Park in addition to Line 75 service. 425-VENTURA BLVD.-RESEDA BLVD. FREEWAY EXPRESS was inaugurated operating limited stop service inbound to Los Angeles in the morning and outbound in the afternoon in addition to Line 35. Lines 39 and 410 were rerouted to operate along Hill Street between Temple and Venice. Former 436 and 436A (now 180 and 181) were rerouted in Glendale to operate along Central Avenue instead of Brand Blvd. to better serve the Glendale Galleria. Line 120-IMPERIAL HIGHWAY (former 836) was extended east of the Brea Mall to Anaheim Hills via Imperial, Kellogg, Orangethorpe and Imperial to Santa Ana Canyon, this service provided weekday peak hours only. 490-LOS ANGELES-DIAMOND BAR-BREA was extended south from the Brea Mall to CSUF via Imperial, Orange Fwy and Nutwood. 757-SANTA ANA-FULLERTON PARK/RIDE had some trips extended from Fullerton to Santa Ana via Santa Ana Fwy, Garden Grove Fwy, Main, Santa Ana Blvd to serve the newly opened OCTD Park and Ride structure at Santa Ana Blvd. and Broadway. 860-LONG BEACH-RIVERSIDE was rerouted along Santa Ana Canyon Rd between Lincoln Ave. and Imperial Hwy to better serve the Anaheim Hills area. There were a number of line number changes only including 73 to 209, 84 to 207, 96 to 206, 144 to 426, 206 to 608, 425 to 256, 426 to 76 and 840 to 125. The Los Angeles-Santa Anita branch of former 57 became 614 while the Hollywood to Santa Anita branch became 615. Accessible service using a number of the GMC RTS II buses with operating wheelchair lifts was also inauguarated on Lines 1, 2, 3, 4, 10, 11, 47, 49, 434, 601, 602, 604 and 605. The twenty Neoplan double decker buses ordered in 1970 have arrived here by ship and are now being prepared for service. Based upon a sampling the fleet numbers appear to be 9902-9921.

WEST LOS ANGELES FLYAWAY BUS SERVICE

LOS ANGELES: Patterned after the successful Van Nuys' Flyaway service and designed to help ease traffic congestion as the Los Angeles International Airport undergoes construction of a second level roadway, WEST LOS ANGELES FLYAWAY service was inaugurated on September 15 from the new FlyAway Bus Terminal on the west side of Sepulveda between Wilshire and Ohio. Service operates from the terminal at 30 minute intervals between 530AM and 12 midnight and thereafter at 130AM, 300AM and 430AM. Buses from the Airport depart at 30 minute intervals from 615AM to 1245AM and then 215AM, 345AM and 515AM. One way adult fares are $3 with children 2-12 at $1.50. AIRPORT SERVICE, INC. was chosen as the contract operator for this service at a rate of $35.19 per hour of operation. At least three ASI MC-8s (4406, 4407 and 4702) have been repainted into the LAX colors of white roof and a blue over green over white stripe under the window line. The buses are lettered "FLYAWAY-WEST L.A." on each side.

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT made a number of service changes effective September 13th. 2-DOWNEY/CHERRY-SANTA FE AVE. was changed on the northwest side to travel on a loop via Carson, Santa Fe, Dominguez and Harbor View to Carson. On 5-LONG BEACH BLVD-CSULB-SEAL BEACH every other trip will go to CSULB via 4th, Park Ave and 7th rather than via Belmont Shore. Weekday midday service on 7-ORANGE AVENUE was reduced from 30 minutely to hourly. 13-PACIFIC AVENUE-MARINA PACIFICA was extended from 3rd and Ximeno to CSULB via 3rd, Park, 2nd, Pacific Coast Highway, Loynes, Silvera, 5th, Margo, 7th to CSULB. 15-DEL AMO BOULEVARD was extended south on Santa Fe to Wardlow and later service is now provided to the Lakewood Center Mall.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD is currently seeking bids on a number of new buses, either 105 forty foot buses or a mix of thirty and forty foot units. General specifications include New Look design, air conditioned with openable windows, lift equipped and 96 inches wide. It is expected that Flyer Industries, General Motors of Canada, Grumman-Flxible, Gillig and General Motors Corporation will bid although there are a number of additional potential bidders. For the thirty foot units the current known manufacturers are Gillig, Carpenter Body Works and Transportation Manufacturing Corporation (TMC Citycruiser). A 35 foot Gillig demonstrator was on the property recently - model/serial 3596T6V92/80052 (from the middle of the Santa Cruz order). It had 39 seats with two wheelchair positions, air conditioning, openable windows, blue fiberglass seats with padded inserts, fluorecent lighting, touch tone buzzer, push doors and electronic headsign. The bus ran in service for about one week on Line 54-CHAPMAN AVENUE-SPRINGDALE STREET.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: A public hearing was scheduled September on CCMBL's plan to extend Line 6-SEPULVEDA BOULEVARD from its north terminal at Olympic Blvd via Sepulveda, Wilshire and Westwood to UCLA and also extend southward to a new terminal at 96th and Vicksburg near the Airport replacing Line 3 on weekdays. Line 3 would continue to operate to the airport area (but apparently not inside the airport as at present) on Saturday and Sunday. On weekdays Line 3 would operate between Pico Blvd and Fox Hills Mall.

TOURS GAILORE (TG)

NEEDLES: TG is the name of a new tour service in the desert area. Using a nine passenger van points to be toured include Laughlin, Nev., Lake Havasu City, Ariz, Oatman, Ariz., Park Moabi and Needles. Fees including lunch range from $14.95 for the Needles day to $24.95 for Lake Havasu City. Attractions would include lectures on history and development, golfing, luch at alternate restaurants and casinos, boating on the Colorado, fun packages at the casinos and barbecues.

SOUTH LAKE TAHOE GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: On July 1 the local bus service operated by the City of South Lake Tahoe was officially renamed "STAGE" and along with this name change came some major realignments of the system's routes. M-STATELINE-D ST-MAINLINE was changed to provide more direct service along Lake Tahoe Blvd (US 50) between its two termini by eliminating the westbound Al Tahoe and Tahoe Island detours and the bi-directional Sierra Blvd/Martin Ave loop, thus shortening running time from 33 minutes eastbound/42 westbound to 28 east/25 west and headways between 9AM and 8PM were improved from 30 to 15 minutely with bus requirements increased from 3 to 4 (likewise reduced from 3 to 2 between 6AM and 9AM and 5PM and 10PM). A-TAHOE KEYS GARDNER MTN was rerouted and changed to A-TAHOE ISLAND-GARDNER MTN to cover the former Tahoe Island portion of M, new E-SIERRA-TAHOE KEYS was created to cover both the former Sierra/Martin portion of M and Tahoe Keys portion of A, C-STATELINE-TAHOE KEYS-D ST GRAVEYARD (1030PM-530AM) eliminated the Sierra/Martin loop in the westbound direction only and D-GLENWOOD-AL TAHOE GRAVEYARD was rerouted in the Glenwood and Al Tahoe areas, extended westward to loop via Sierra Blvd and had its Stateline terminal loop shortened to no longer serve Park Ave and Pine Blvd. Only B-GLENWOOD-AL TAHOE remained unchanged except for schedule adjustments to time transfers with M. New routing details are as follows: M-MAIN LINE runs east from the City Services Ctr (also the STAGE garage) at Lake Tahoe Blvd and D via Lake Tahoe, Ski Run, Pioneer Trail, Glen, Rocky Pt, Montreal, Park, Pine and Stateline to Lake Tahoe returning west Lake Tahoe, Pioneer, Ski Run, Lake Tahoe, Takela, Mono, Fremont, Lake Tahoe, Lakeview, Harrison, Lake Tahoe, Peno, Palmira, Stockton, Lake Tahoe, Tahoe Keys, James, 3rd, Lake Tahoe, Julie and D to Lake Tahoe. A-TAHOE ISLAND-GARDNER MTN is a large ccw loop beginning at James & Tahoe Keys via James, 3rd, Lake Tahoe, 4th, South, 2nd, Helen, 2nd, Lake Tahoe, 3rd, James, Tahoe Keys, Washington, Tahoe Island, 12th, Patricia, 11th, Emerald Bay, 15th, Glorene, 13th, Julie, 10th, Tata, Lake Tahoe, Julie, D, Emerald Bay, E, Melba, C, Emerald Bay, Lake Tahoe, 3rd and James to Tahoe Keys. C-STATELINE-TAHOE KEYS-D ST GRAVEYARD now loops cw at Stateline at Lake Tahoe and Poplar via Lake Tahoe between Carson and Sierra and rest of routing is unchanged. D-GLENWOOD-AL TAHOE GRAVEYARD begins at Stateline and Lake Tahoe and runs westbound Lake Tahoe & Pioneer Trail to Ski Run, then a large ccw loop via Ski Run, Lake Tahoe, Lakeview, Fresno, Los Angeles, Lake Tahoe, Sierra & Barbara to Carson returning eastbound on Lake Tahoe to Lyons, Rufus Allen, Pickett, Craig, Cape Horn, Dot, Mt. Rose, Johnson, Fairway, Glenwood, Pioneer Trail, Herbert, Spruce, Blackwood, Tamarack, Ski Run, Pioneer, Lake Tahoe, Poplar, Laurel and Stateline to Lake Tahoe. E-SIERRA-TAHOE KEYS begins at Sierra & Palmira ald loops ccw Sierra, Barbara, Martin, Elwood & Carson to Lake Tahoe, then a ccw loop via Tahoe Keys, Venice, 15th, Emerald Bay, Lake Tahoe, 4th, South, 2nd, Helen & 2nd to Lake Tahoe returning Lake Tahoe to Sierra & Palmira. Routes A, B & E all operate 30 minutely from 630AM to 1000PM using one bus each and all night Gravevard routes C & D continue to run hourly with one bus apiece. The BEACH BUS which was run in the summer of 1980 to connect Stateline with several state beaches off Emerald Bay Blvd via US 50 and Cal 89 was not repeated this year. In equipment notes, the fifth Ford/Superior school bus acquired for the winter Heavenly Valley Ski Bus service has been numbered 3045 (others are 3039-3042) and is lettered "To Nevada Side" on the front as opposed to "To Calif. Side" on the other ski buses indicating that an interstate service via US 50 and Kingsbury Grade (Nev 19) to the Nevada side day lodge and lift station will be provided this coming winter in addition to the three routes already serving the California main lodge and lift complex at the end of Ski Run Blvd. STAGE also reportedly has three Gillig Phantom coaches on order,

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

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

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The 901-965 series T8H5307As manufactured by General Motors of Canada and equipped with lifts were spread around the system beginning September 13th. Only 50-UNIVERSITY CITY EXPRESS, 90-EL CAJON-LA MESA-SAN DIEGO EXPRESS and 110-LOMIA VILLAGE EXPRESS do not have lift equipped buses partially or completely assigned. 90 is now using 1001-1045 series AMG/MAN articulated buses formerly used on Line 32. 80-SDSU-PACIFIC BEACH EXPRESS was shortened and no longer operates between SDSU and Grossmont Center in La Mesa.

TRANSIT IN SAN DIEGO COUNTY

SAN DIEGO: THE BUS THAT GOES IN CIRCLES which operates the STRAND STREAKER between Imperial Beach and Coronado is now operating Sunday service (one bus on an 80 minute headway between 8AM and 5PM). CIRCLES has been chosen as the contractor for the County sponsored intercity service operated during weekday commute hours from Oceanside and Escondido to downtown San Diego. Such service was formerly operated by the NORTH COUNTY TRANSIT DISTRICT. Route 810-ESCONDIDO-SAN DIEGO started October 5th using two PD 4106s and routes 800A and 800B-OCEANSIDE-SAN DIEGO start in November.

COUNTY TRANSIT SYSTEM 854-SANTEE-GROSSMONT CENTER-RANCHO SAN DIEGO was revised September 13th in the La Mesa area to operate along Lake Murray Blvd, Baltimore Dr and Parkway Drive rather than continue along Jackson Drive and evening service after 700 PM was discontinued.

LA MESA DIAL-A-RIDE was reduced in scope last July 1st. Fares increased from 75¢ to $1 with coupon books rides now at 86¢ (was 65¢). Service hours were changed from 24 hours daily to 700AM to 1000PM daily.

An advisory vote, limited to voters in those communities directly affected by MTDB plans to extend a branch of the SAN DIEGO TROLLEY eastward to El Cajon, will be part of the November election ballot. Citizens will be asked whether or not they approve of the planned extension. County Supervisor Fordem has called the extension the most important land use decision to be made in the East County in the next ten years.

CAMPESINOS UNIDOS, INC. (CU)

BRAWLEY: CU began the first phase of its county wide rural transit program in September 1980 which consisted of a bus line between Niland to El Centro. The second phase began September 8, 1981 and extended the NILAND-EL CENTRO line to Calexico and inaugurated a new line between Seeley and Holtville. Service operates on weekdays except holidays and fares are computed on a distance basis with reduced fares for seniors, handicapped and Imperial Valley College students. The SEELEY-HOLTVILLE line uses one bus and operates four round trips between 700AM and 500PM with a midday break between 1100AM and 200PM. There are two buses on the NILAND-CALEXICO line and six round trips between approximately 630AM and 630PM. The Plaza Shopping Center in El Centro is the interchange point between the two CU services. Two lift equipped buses are scheduled to be received this month.

FORT IRWIN BUS POOL (FIBP)

BARSTOW: FIBP has received PUC approval to operate bus service from Apple Valley and Victorville to Fort Irwin. The bus leave St. Mary Desert Valley Hospital at 5AM stopping at 7th & D in Victorville. Future service is planned for Newberry Springs. The fort has been reactivated as an Army training center and is already making an impact upon traffic patterns and the economy of Barstow. Four buses are now operating between the Mountain View Cemetery in north Barstow and Fort Irwin. Service operates weekdays except holidays.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: The two major systems serving the Monterey Bay Region have merged creating MST. Technically, MONTEREY PENINSULA TRANSIT is the surviving entity, but it has changed its name to reflect takeover of SALINAS TRANSIT SYSTEM. The City of Salinas became a MPT member June 1, 1981 and on July 1 the city transferred the assets of STS to MPT, but the city continued to run the former STS routes under contract to MPT. On September 5 the systems were unified as the STS employees transferred onto the payroll of the newly renamed MST. MST performs all administrative work and major maintenance from its existing Division 7 in Monterey. A mixed fleet of ten buses, to handle a peak hour demand of eight, is operated from the newly established Division 9 at 308 East Alisal Street in Salinas. The first trip from Division 9 pulled out at 825AM on Saturday September 5. Operator Owen Adams was driving Coach 303 (870 45102-8-1/90960) on operator run 401 which works coach run E2 (Lines 30, 31, 34, 35). No revisions were made to routes, schedules or fares since MPT and STS already had a common route numbering system and a unified fare structure. Operations wise, the new system has begun interlining equipment on former MPT 21-SALINAS-MONTEREY VIA HIGHWAY 68 with former STS 28-WATSONVILLE VIA CASTROVILLE and 29-WATSONVILLE VIA PRUNEDALE. Also interlined are former STS 33-SANTA RITA with former MPT 20-SALINAS-MONTEREY VIA MARINA which remains interlined in Monterey with 4-CARMEL VALLEY. With the new set up four buses rotate each day between the two divisions. On Sundays and holidays the two bus STS operations of Lines 33, 34, 36 and 37 have been plugged into the middle of the MPT four bus combination of 1, 9, 14 and 20 creating a six bus interline pattern covering eight routes. Equipment wise all STS vehicles have new fleet numbers. TDH 4509 #118 remains in the STS green with MST lettering while 119 and 120 have been splashed into MPT livery which MST retains. 121 and 122 are presently inoperable and are unlikely to see service with MST. As reported earlier, four AC TRANSIT (renumbered but not repainted) SDH 4501s have been leased so the 4509s see little service. Also sporting MST colors are the five ex STS 35096-6-1s. Now starting to arrive on the property are the 21 new Flxible 870 35102-6Cs. Coaches 501-510 which are geared for 50 MPH were ordered by MPT while 511-521 are geared for 57 MPH and had originally been ordered by STS. Otherwise the buses are identical and feature full height sliding sash and no air conditioning, both firsts on an 870. Service expansions planned for this winter include two new lines in Salinas and cutting headways on some Monterey Peninsula lines to 15 minutes.

TRAILWAYS, INC (TWI)

LOS ANGELES: Trailways service was reduced in several areas with the close of the summer season. Los Angeles-San Diego round trips were reduced from 12 to 7 while the three daily round trips on the SAN FRANCISCO-SACRAMENTO-SOUTH LAKE TAHOE line were reduced to one round trip Saturday only. LOS ANGELES-CALEXICO/MEXICALI through service was reduced to one daily round trip but five daily round trips were added between Calexico and Mexicali. A controversial service reduction which included union protests, political protests and an Administrative Law hearing at which TWI received interim approval of the change involved reduction of one daily LOS ANGELES-FRESNO-SAN FRANCISCO local schedule and one daily SAN FRANCISCO-STOCKTON schedule which connected with Los Angeles-Seattle service. This change means there are three trips via Interstate 5 between San Francisco and Los Angeles and two trips via San Joaquin Valley points, basically a daytime and an evening schedule. There are presently three Los Angeles-Sacramento-Seattle schedules daily, two of which operate through the San Joaquin Valley and the third operates via Interstate 5 between Los Angeles and Stockton. The three schedules all then operate to Sacramento and follow a common alignment through upper Northern California.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: In the November 3rd general election residents of El Paso and surrounding county areas will cast their ballots on a proposal to create a Regional Transit Authority which will be funded through a one half cent sales tax increase. The RTA Board will be a public body to be appointed by both city and county government officials. SCAT is presently in a cost reduction mood and during the month individual bus trips with a load factor of 15 per cent or less are being discontinued. Most of the trips are in the evening or early in the morning. The reductions will save three operators and 8ℓ,000 miles. Beginning November 1 three extra buses will be used on the Handy-SCAT service (which will mean 5 buses in the base and 8 in the rush). There is currently no evening nor weekend service. In the budget hearings the mayor advised SCAT officials to take care of the handicapped with a high priority. County Commissioners, during budget hearings, decided that in an effort to minimize a very heavy tax increase that SCAT 40-UPPER VALLEY SPECIAL could be discontinued beginning October 1st. This was formalized, however, folks in the Upper Valley objected but said they would be willing to pay $1 per trip instead of 75¢ and that the two midday trips could be dropped if the rush hour service remained. That is exactly what occurred and the rush hour only service will continue until at least November 3rd. Operation beyond that date depends upon the RTA vote that day. Two of SCAT's Citycruisers are on the property (they are numbered in the 500s) and the other 28 are still in Roswell.

METROPOLITAN AREA COMMUTER SYSTEM (MACS)

FAIRBANKS: Beginning September 15th fares were increased from 75¢ to $1, tokens from 65¢ to 75¢ and monthly passes from $23 to $30. On October 1st two of the eight Gillig Phantom buses ordered were placed into revenue service. The remaining units are due to arrive by mid month. The buses are especially designed for Fairbanks winters containing insulated bodies, thermopane windows and a heavy duty heating system. The buses are 35 footers with a capacity of 39 passengers and are lift equipped with one wheelchair position. Transit operations have moved to the Peger Road facility and buses will have inside parking for all units with ample room for additional buses as Fairbanks' transit needs increase.

MAT VALLEY COMMUTER BUS (MVCB)

ANCHORAGE: This commuter operation in the Wasilla Valley observed its first birthday recently by providing its patrons with a free banquet. Owner Fred Baggett operates two 50 passenger buses daily, one from Palmer and one from Wasilla both to Anchorage transporting about 60 commuters for a fixed monthly fee. The company is funded in part by state grants passed through the Matanuska Sustina Borough. Last year the firm received a $90,000 subsidy (expected to rise to $140,000 this year). Mr. Baggett also indicates that he hopes to add up to three more buses to serve military bases in Anchorage and also to allow more recovery time at b th ends of the routes.

THE PEOPLE MOVER (TPM)

ANCHORAGE: The People Mover Transit System began service August 10th on two new bus routes - 92 serving the Hillside area including De Armoun Road, Hillside Drive, Abbott Road and the Dimond Center. Rush hour trips to the downtown area are also made. 93 will go from International Airport Road to Boniface Parkway and Northern Lights and serves West Turnagain, midtown, C Street, Northern Lights, Benson, the university and Providence Hospital areas.

CITIFARE (CT)

RENO: On July 6th 1-MEADOWWOOD-DOWNTOWN RENO-GREENBRAE, the system's main trunk line, was modified slightly at the Meadowood Mall terminus and in the Silver State Center area in Sparks such that it now makes a large cw loop via Neil Rd onto Meadowood Circle thru the Mall and S. McCarran Blvd to Neil and in Sparks runs straight along Lincoln Way to Howard Drive. 7-LEMMON VALLEY-STEAD was split into new 7-STEAD and 8-LEMMON VALLEY on an experimental basis and service was improved from 2am-3pm weekdays round trips to full 6AM-6PM hourly schedules Monday thru Saturday on both lines (buses required remains at 2) providing direct service from downtown Reno to Stead. 7 was rerouted to operate on old US 395 instead of Freeway 395 between Golden Valley Dr (Lemmon Valley turnoff) and Stead Blvd and its ccw downtown loop was enlarged to run N. Virginia onto Sierra, W. 2nd into E. 2nd, Center, E. 5th and N. Virginia while 8 continues the old N. Virginia, W. 5th, Sierra, W/E 2nd, Center, E. 5th to N. Virginia loop. CITIFARE's new RTS 04s (#101-113), which entered service in late 1980, are painted standard RTS white with a wide dark blue belt flanked by two light blue stripes around the sides and the rear, with the dark band ending in an arrow point back of the front door/drivers side window and the light stripes merging into a broad band which extends around the front of the bus. Only two of the nine TDH 4517s (#10-90 by tens) which started CITIFARE in September 1978 have been retained on the roster as stand bys, these being #50 and 70, which retain their cream over orange over brown paint scheme.

COLORADO SPRINGS TRANSIT (CST)

COLORADO SPRINGS: Service changes were made on August 3rd with the introduction of the fall schedules. 2-FORT CARSON-PETERSON AFB now offers service to Otis Park on selected trips. Heading toward Peterson Field the extension operates via Cache La Poudre, Union, Dale and Sunset to Cache La Poudre. Two morning and two afternoon trips are involved. 3-UNION has been extended on its southern leg. Formerly ending at Union and Fountain, the route now operates from UCCS via Meadow, Acacia, Westmoreland, Manchester, Hancock, Fillmore, Union, Fountain, Weber, Pikes Peak, Nevada to terminal.

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AS THE GM SEES BY BILL VALLOW, GENERAL MANAGER

If this column reaches you before the MBS convention it is being held at the Jack Tarr Hotel, Van Ness and Geary in San Francisco. Activities will begin about 800AM the morning of October 17,,1981.

If any of you have material you would like to sell or trade, why not come to a meeting and let us see it. You could also write and let me know what transit material you have. More activity of this type can only help WTS.

Also welcome would be excursion ideas from members. I have been a WTS member four years and have yet to go on a WTS excursion. I would hope we could celebrate our 20th anniversary in 1983 with activities. If you have any ideas as to what you would like us to do and how to get more participation in activities please contact me.

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WE NO LONGER HAVE A POST OFFICE BOX ADDRESS IN SANTA ANA - USE ONLY ADDRESSES ABOVE

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
NEW				
Culver City Muni Bus Lines	unkn	GMC	T8020H/812434-2443	
Tucson Transit System	unkn	GMC	T8020H/812444-2462	
Bellingham Muni Transit	868-870	GMC	T6H4523N/950-961	
Peninsula Charter Lines	(326-327	GMC	P8M4905A/1870-80	
	(328-330	GMC	H8H649/053,070,100	
	(335	Prevost	2P9L2340SB/1001963	
Franciscan Lines	112-113	MCI	MC9/#15752-15753	
Monterey Salinas Transit	(501-518	GrFlx	35102-6C/93410-93427	non AC
	(519-521	GrFlx	35102-6C/93544-93546	non AC
USED				
Peninsula Charter Lines	(312-313II	GMC	TDH4519/1954,1934	Wichita 27,7
	(321II	GMC	PD4107/858	GLW 7978
	(323II	GMC	PD4107/223	TNM&O L664
	(331	GMC	PD4106/1217	PSS 270
Tri Met (Portland)	(496	GMC	TDH4517/727	EPCL 3070
	(497-498	GMC	TDH4517/042,608	MARTA 603,647
	(499-500	GMC	TDH4519/240,243	Cent Trans - Hawaii
	(1110-1114	GMC	TDH5303/4066,67,69,70,71	Central Trans - Hawaii
	(1200-1202	GMC	T6H4521A/617,20,21	WESTCAT 360, 363-364
Community Transit(Lynnwood WA)	(102,104	GMC	TDH4517/085,-	TriMet 183,-
	(117-118	GMC	TDH4519/788-789	TriMet 256-7
Pierce County PTBA	(391-392	GMC	TDH4517/-,054	-,MARTA 615
	(394-395	GMC	TDH4517/-,063	-,MARTA 624
	(397,398,401	GMC	TDH4517/-,-,068	-,-,MARTA 629
	(387-388	GMC	TDH4517/177,-	MARTA 630,-
Amer Sightseeing of Seattle	137	GMC	SDM5302/290	-
PW Charter (Yakima WA)	12	GMC	P8M4905A/1825	-
Houston Metro	(9601-9604	GMC	TDH4517/556-559	Via Metro 601-4
	(9606-9607	GMC	TDH4517/561-562	" 606-607
	(9609-9611	GMC	TDH4517/564-566	" 609-611
	(9613-9614	GMC	TDH4517/568-569	" 613-614
	(9616-9625	GMC	TDH4517/571-580	" 616-625
	(9626-9635	GMC	TDH4517/650-659	" 626-635
	(9636-9645	GMC	TDH4517/1145-1154	" 636-645
	(9646-9674	GMC	TDH4517/1461-1489	" 646-674
Coast Lines	10	GMC	PD4106/1504	Falcon 49
Marin Airporter	unnumb	MCI	MC7/-	Travelways 7302
All Cal Tours	712	MCI	MC7/-	CNGT 712
Western Charter	(886-887	P&C	01SE/-,-	-
	(888-889	B&C	05SE/-,-	CCL 13910,-

The Gillig Corporation of Hayward, California reports that they have received or filled the following orders for buses in the West - 15 for County Transit, 5 for Norwalk Transit System, 2 for the City of Camarillo, 15 for Santa Cruz Metropolitan Transit District, 1 for Mendocino Transit Authority, 3 for Everett Transit System, 3 for South Lake Tahoe and 8 for Fairbanks (MACS).