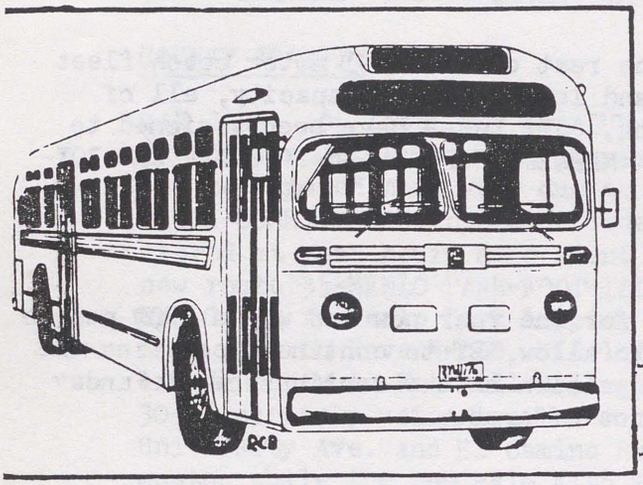


Western Transit

Monthly Publication of The Western Transit Society

Vol. 19 No. 12 DECEMBER 1981

TDH 4801s IN SAN FRANCISCO (MUNI)

SAN FRANCISCO: On October 19, 1981 agreement was made between the managements of the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and SAN FRANCISCO MUNICIPAL RAILWAY to lease up to sixty buses to MUNI for a period of approximately six months. This action was ratified by the RTD Board at their next meeting. Some 93 "Old Look" buses were inspected to obtain 62 buses which were serviceable for MUNI's needs. Two of the buses were retained as substitutes and all these units were removed from the list of buses for a sealed bid auction which took place on October 30th. The lease agreement calls for payment of $100 per month per bus for the duration of the lease plus the availability of purchase of spare parts, as necessary, from SCRTD. The buses were shipped from Los Nietos to San Francisco by rail, Southern Pacific, on November 2 and 3 although original plans called for MUNI operators to drive them north.

MUNI No.	Serial Number	SCRTD Number
2700	TDH4801/071	2305
2701	/072	2306
2702	/096	2330
2703	/117	2351
2704	/121	2355
2705	/123	2357
2706	/126	2360
2707	/127	2361
2708	/137	2371
2709	/139	2373
2710	/143	2377
2711	/144	2378
2712	/155	2389
2713	/156	2390
2714	/158	2392
2715	/272	2107
2716	/274	2109
2717	/279	2114
2718	/340	2175
2719	/341	2176
2720	/344	2179
2721	/347	2182
2722	/364	2215
2723	/408	5101
2724	/411	5104
2725	/414	5107
2726	TDH4801/417	5110
2727	/418	5111
2728	/419	5112
2729	/421	5114
2730	/431	5124
2731	/434	5127
2732	/436	5129
2733	/443	5136
2734	/446	5139
2735	/447	5140
2736	/452	5145
2737	/453	5146
2738	/458	5151
2739	/460	5153
2740	/461	5154
2741	/466	5159
2742	/469	5162
2743	473	5166
2744	/475	5168
2745	/477	5170
2746	/481	5174
2747	/482	5175
2748	/484	5177
2749	/506	5199
2800	TDH5105/2239	6600
2801	/3405	6611
2802	/3417	6619
2803	/3418	6620
2804	/3420	6621
2805	/3422	6622
2806	/3447	6633
2807	/3455	6640
2900	TDH4512/1844	2277
2901	/1846	2279

TDH4801s Continued

There are several differences between these buses and the rest of the MUNI motor coach fleet including no front door interlocks, non power steering and less air tank capacity, all of which have required operator familiarization and training. The buses have been assigned to Woods Division and are used on 15-THIRD-KEARNY, 17X-PARK MERCED EXPRESS, 28-19TH AVE and 30X-STOCKTON-FREEWAY EXPRESS, generally on weekdays only.

GOLDEN EMPIRE TRANSIT DISTRICT (GET)

BAKERSFIELD: GET Sunday bus service has been operating for one year now and while 1790 people ride each Sunday at least twice that many need to ride to allow GET to continue operating the present level of service. GET Directors will make the decision on the continuance of Sunday service by mid 1982. Holiday on the major holidays is not offered.

SAN DIEGO TROLLEY, INC. (SDTI)

SAN DIEGO: SDTI, the operating arm of the METROPOLITAN TRANSIT DEVELOPMENT BOARD's San Diego to San Ysidro light rail line, recently went through a union organizing campaign. The final result was that employees voted to remain unrepresented. An initial election showed 17 votes for no union, 17 for the United Transportation Union and none for The International Brotherhood of Electrical Workers Union. In the run off election the final vote was about two to one for no union. The San Diego Trolley commenced operations last July 26th.

AIRPORT BUS OF BAKERSFIELD (ABOB)

BAKERSFIELD: The four month old airport operation has placed into service three Model 05 Silver Eagle buses which seat 44 passengers. In addition to the traditional intercity bus features these units have stereo music and carpeting. Use of the buses will negate the need to send as many as three of the 15 passenger vans during peak traffic periods and will allow for new air package express service. For $17.50 plus airline package express charges, the packages will be placed on the next airplane out of Los Angeles following arrival of the bus at Los Angeles International Airport. ABOB has also applied for a Class B Charter Party Certificate and, if granted, ABOB expects a large amount of local charter service taking visiting executives through oil fields (Kern County's two major industries are oil and agriculture). The firm operates express bus service between Bakersfield, Valencia and Los Angeles International Airport on a rough two hourly headway all day long.

CITY OF CALEXICO PUBLIC TRANSPORTATION SYSTEM

CALEXICO: The City Council has voted to retain the present routes of the city's two transit firms, CALEXICO TRANSIT and KENNEDY TRANSIT SERVICE, and not implement the plan to provide bus service such that no route would be farther away than one block from any resident because such a system would require subsidies. At the present time the only profitable routes are those providing bus service for residents of Mexicali from the Port of Entry to the shopping centers and swap meets. A proviso of the council action was that routes be established and penalties invoked for not adhering to published routes and schedules. Penalty provisions for infractions are to be adopted by the council with the ultimate penalty as revocation of the license.

ATTEND WTS MEETINGS - SECOND SUNDAY OF EACH MONTH AT 700PM AT 272 ALPINE STREET IN PASADENA

SEND US YOUR ADDRESS IF YOU MOVE TO ENSURE YOUR CONTINUING TO RECEIVE WESTERN TRANSIT

COUNTY TRANSIT (CT)

SAN JOSE: On Labor Day 16-ALUM ROCK PARK SPECIAL, which operated as a weekend/holiday only shuttle thru the summer beginning Memorial Day, made its last trips and will not be repeated next year due to insufficient patronage. On September 8 Line 76-LOS GATOS-SUMMIT ROAD (operated under contract by PEERLESS STAGES) had its second bus restored at peak hours coincident with the start of the school year. On September 21 new route 35-MENLO PARK-FOOTHILL COLLEGE commenced operation from El Camino Real and Oak Grove in Menlo Park looping cw Oak Grove, Merrill (SP Depot) and Santa Cruz to ECR, then to Ravenswood, Middlefield (thru Palo Alto), San Antonio, Cuesta (Los Altos), and El Monte to Foothill College (Los Altos Hills) operating weekdays only peak only 30-45 minutely using two buses. Regular CT service into the Palo Alto SP Depot from University Ave. and El Camino Real on 22, 23, 24, 84 and 86 was suspended for about 6 months while the new Palo Alto Transit Center is constructed in front of the depot. As replacement during weekday peaks only a free shuttle is operated between the Depot and the Stanford Shopping Center entrance at El Camino Real from 614 to 828AM and 325 to 701PM on a headway varying from 7 to 20 minutely. Changes effective with the October 5th driver sign up were as follows: 20-MILPITAS-MOUNTAIN VIEW/MAYFIELD MALL eliminated the weekday off peak and weekend all day detour off Highway 237 into Alviso via No. 1st, Taylor and Gold in favor of all trips operating straight along 237 between Gold/Lafayette and No. 1st. 25-DE ANZA COLLEGE-EAST SAN JOSE improved weekday peak headways on the eastern section of the line between Valley Medical Center and Story & White from 30 to 15 minutely increasing requirements from 6 to 9. 40-NORTH DIVISION-MAYFIELD MALL had weekday peak only routing to the north Mtn View industrial area changed from a large cw am/ccw pm loop to run in both directions on Rengstorff between W. Middlefield and Central Expwy and service on San Antonio between Old Middlefield and Mayfield Mall was dropped with routing changed to run via Old Middlefield and W. Middlefield. 57-WEST VALLEY COLLEGE-GREAT AMERICA is a new line which duplicates 58 over the major portion of its route along Saratoga Ave, Kiely Blvd and Bowers Ave and improves headways on the combined portion from 30 to 15 minutely weekdays and from 60 to 30 minutely nights and weekends. In addition, it replaces the former Mission College and Great America alternate routing of 58 including the weekday peak trips extending thru Great America Industrial Park to Moffett Industrial Pk and the Lockheed plant. Route is from West Valley College via Fruitdale, Allendale, Quito, Saratoga, Kiely onto Bowers onto Great America Pkwy (with detour via Mission College Blvd to the College and return) to Tasman, looping ccw Tasman, Patrick Henry and Old Glory to G. A. Pkwy. Lockheed trips extend via Tasman, Lawrence Expwy onto Caribbean, Crossman, Java and looping cw thru the Lockheed complex via Mathilda, 5th, C, 6th, Mathilda, Lockheed Way, 11th, G and 3rd onto Java. 30 minute headway weekdays 545AM-545PM with 5am-4base/pm buses and hourly 545PM-945PM and weekends 8AM-8PM with two buses, lift equipped. 58-WEST VALLEY COLLEGE-ALVISO had its alternate trip Great America branch replaced by new 57 and all trips now run the former Arques/De la Cruz/Lafayette branch and the line is now 100% lift equipped. 60-LOS GATOS-GREAT AMERICA had weekday peak headways improved from 30 to 15 minutely (coach requirements increased from 5 to 11) with three am northbound/pm southbound trips extended to Moffett Park and Lockheed from Great America Pkwy and Patrick Henry. In addition, 2½am/2pm round trips were routed onto a new branch to serve the Sunnyvale SP Depot. 75-SAN JOSE-ALVISO had weekday evening service added and weekend/holiday headways lengthened from 45 to 60 minutely, still using two buses. 94-WESTGATE-PRUNEYARD, a midday only route, was replaced on Quito and Saratoga by new full time 57 and was cutback from Westgate Shopping Center to Los Gatos Community Hospital with the route on Pollard from Burrows to Quito abandoned without replacement and a new Los Gatos terminal loop was added. Headway was lengthened from 45 to 60 minutely and requirments reduced from two buses to one. New route designation is 94-LOS GATOS COMMUNITY HOSPITAL-PRUNEYARD.

COUNTY TRANSIT Continued

99-SUNNYVALE SP DEPOT-VALLCO PARK, also a midday only route, was extended from Vallco Fashion Park in Cupertino east via Pruneridge Ave thru Santa Clara to Valley Fair Shopping Center in west San Jose and was redesignated 99-SUNNYVALE SP DEPOT-VALLEY FAIR. Most trips now run from Stelling & Stevens Creek via Stevens Creek, Wolfe, Pruneridge and Winchester to Forest, looping cw at Valley Fair via Forest, Redwood, Stevens Creek and Winchester. The former longer route between De Anza College and Vallco Park is now operated only by the first am northbound trip and the last pm trips in both directions. Coach requirements remain at 3 but headways were improved from 50 to 45 minutely. The major thrust of the October 5th change was the expansion of the express commute service from 9 to 21 routes using a total of 45 additional buses. All express lines, including existing routes 1 thru 8, E11 and E12, are now numbered in the 100 series. Route and service details of the new express network will be covered in an upcoming report. Further deployment of the 219 new Grumman-Flxible ADBs (1600-1818) into the fleet not only made possible the October service expansion, but also enabled CT to retire the last of the 400-533 series Twin Coach TC-31Bs. The last twelve Twins at North Division and 7 at Agnews Division were gone by Labor Day and final operation of the 14 Twins at South Division ended with the October 5 Sign Up. Their runs have largely been replaced by the Gillig-Neoplans, the forst series of which (600, 602-681) are now fully retrofitted with TMT lifts. The second series (682-733) were delivered new with lifts installed. All newly purchased CT coaches except GMC T820ls #1000-1065 (taken over new from AC TRANSIT) are now lift equipped and routes 18, 21, 25, 57, 58, 62, 64, 68, 71, 81, 82, 83, 85, 87, 88, 140 (E11), 160 (E12) and 180 (E3) are now fully accessible. In other equipment news two additional Mercedes Benz 0309Ds have been purchased from Tucson which will bring the fleet total of this type to 13, all operated from South Division.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes effective with the fall schedules on September 17 are as follows: 1-UNIVERSITY had trips before 7AM and after 7PM rerouted between Cedar & Walnut and Mission & Walnut to run via Cedar and Mission instead of the regular route along Walnut. 4-HARVEY WEST and 5-DE LAVEAGA had their inbound routing from Mission & Water to the Santa Cruz Transit Center at Pacific & Soquel changed to a more direct route via Front to Soquel. 7-BEACH was rerouted on the Beach Hill ccw loop weekdays during the school term only to run Beach, Leibrandt, 2nd and Washington to Beach. Weekends and non school days continues on existing loop via Beach, Cliff, 3rd, Main, 2nd and Washington to Beach. 30-SCOTTS VALLEY had its Scotts Valley terminus extended from Denny's Restaurant on Scotts Valley Dr at Granite Creek Rd north on a ccw loop via Scotts Valley Dr, Vine Hill Rd and Glenwood Dr to Scotts Valley and also had 2am outbound and 1am-2pm inbound trips detoured from Lockwood and Graham Hill Rd north on Graham Hill to the Probation Center and return which trips continue to terminate at Dennys. 40-DAVENPORT was rerouted, on all inbound trips, one block off Highway 1 to serve Pacific School. 55-SAN ANDREAS ROAD, which connects La Selva Beach with downtown Watsonville and operates weekdays only, had its trips increased from 2 to 4. 72-CORRALITOS was changed at its Corralitos terminal to loop ccw Amesti, Corralitos Rd and Varni Rd to Amesti instead of turning around at Corralitos and Amesti. In addition school/commuter peak hour service, augmenting the regular schedules during the school term only were added on 30-SCOTTS VALLEY, 35-BOULDER CREEK, 36-HIGHWAY 9 NORTH, 70-WATSONVILLE VIA CAPITOLA RD and 71-WATSONVILLE VIA SOQUEL DR.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: SCAT and the Public Employees Association of Ventura County (PEAVC) have agreed on a three year contract which will increase wages and benefits by 35% at the end of the contract for the system's 46 full time and 6 part time bus operators. SCAT maintenance personnel are not represented by a bargaining agent.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: Line 3-CROSSTOWN was changed effective October 5th to terminate at 96th and Vicksburg connecting with the LAX Parking Lot C Shuttle for passengers destined the Los Angeles International Airport. Previously Line 3 operated inside the Airport along World Way West. This change means that the only "transit" service inside the airport now is SCRTD Line 608-LAX SHUTTLE. CCMBL has received and placed into service ten GMC RTS 04 buses (WT 11/81) which are 44 seaters with one wheelchair position, two tone green fibreglass seats with padded inserts, dark green floors, yellow ICC line and two roof hatches. The buses have been numbered 7022-7031 and the remainder of the fleet, presently numbered 4501-4521, are to be renumbered into the 7000 series.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Groundbreaking ceremonies were held on September 23rd for a new Division 8 in the west San Fernando Valley at Nordhoff and Canoga in Chatsworth. When completed in September 1982 the new division will provide facilities for the daily maintenance, repair and servicing of up to 250 buses including provisions for both articulated and double deck units. This project will replace current Division 8 at Van Nuys Blvd and Sherman Way in Van Nuys built by METROPOLITAN COACH LINES in 1954. RTD expects to save at least $500,000 annually by improving operating efficiency when Division 8 and a new Division 15, now under construction in Sun Valley, are opened next year.

Effective November 15th Line 88-SAN DIEGO FREEWAY EXPRESS was extended from the 98th and Vicksburg terminal via Vicksburg, Century, Sepulveda and Imperial to the West Imperial Terminal, seven days per week but only after 830 PM until the last trip at 1210 AM.

The winter Shake Up will take place on December 20th and will include suspension of **five lines** (306-MANCHESTER AVE-COMPTON BLVD, 495-LOS ANGELES-EL MONTE EXPRESS, 512-CRENSHAW CENTER-WARNER CENTER, 514-WILSHIRE DISTRICT-WARNER CENTER and 874-SAN PEDRO-PORTS O'CALL), rerouting of seven lines (6-SO. VERMONT-HIGHLAND PARK, 33-L.A.-COMPTON-WILMINGTON, 92-WATTS-SIERRA VISTA, 607-L.A.-REDONDO BEACH EXPRESS, 716-CANOGA PARK-LOS ANGELES PARK/RIDE, 867-INGLEWOOD AVENUE and 872-SAN PEDRO-BARTON HILL) and schedule changes on about fifty lines including adding accessible service on about twenty more lines.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Peak hour express type service has been restored on 14-MISSION using trolley coaches. Inbound routing will be the regular 14 route from Daly City to 26th and Mission, then 26th, South Van Ness with stops at 24th and 16th, back to Mission via 15th and on to Beale and Mission. The outbound routing will be the same except via 25th instead of 26th. The buses will be marked "Special To Beale Street" or "Special To Daly City" and will reduce running time end to end by five minutes.

NATIONAL CITY TRANSIT (NCT)

NATIONAL CITY: Beginning November 8th NCT made changes in Sunday service on Line 604-DIVISION/4TH STREET-PLAZA BLVD, the only Sunday service provided by NCT which combines portions of weekday 601 and 602. The rerouting provides for hourly service to the Plaza Bonita Shopping Center and MTDB's 24th Street Trolley Station. Gone is service to the Division Street/4th Street loop and service to the 8th Street Trolley Station. The Plaza and 24th Street station were served the other six days each week and the 8th Street station only had bus service on Sundays

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The STA Board has voted to restore the Sun Surrey tourist bus system by agreeing to apply to the Riverside County Transportation Commission for a nearly 83,000 grant to operate the system from mid January through May. Operation would be seven days per week between 1030AM and 600PM and the fare would be 50 cents. When the City of Palm Springs operated the Surrey the fare was 25¢ or free with a special token. PS operated the service from December 1980 through May 1981 by establishment of a special assessment district comprised generally of downtown area merchants. Besieged by complaints from merchants and having brought lawsuits against merchants who did not pay their assessments the Palm Springs City Council, last September, discontinued the assessment district and dropped the lawsuits (WT 11/81). At this time the question of whether the Sun Surrey would continue beyond May if it proves successful does not have an answer.

CITY OF FORTUNA

FORTUNA: The City of Fortuna in Humboldt County is considering inauguration and operation of a local bus system in and around the community. Humboldt County Association of Governments has assisted the city by laying out a proposed route. The proposed route would be a large figure "8" and operate on a thirty minute headway using one vehicle. HUMBOLDT TRANSIT AUTHORITY operates through Fortuna and has three bus stops locally within the city. HTA has no restrictions against handling passengers locally within the city. A citizens committee will report to the City Council at an early date. Transportation Development Act monies would be used to supplement fare box revenue (at a 25¢ fare).

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: Bolstered by a 63 percent favorable vote for Proposition C in the November election, the MTDB Board has voted to seek state funds for an 80 million extension of the San Diego Trolley eastward from downtown. In all, MTDB is asking for 85 million in grants over the next three fiscal years starting with 13.5 million next July. During those three years MTDB would contribute a total of 41 million in state sales tax funds already on hand. Construction of the east line is expected to take thirty months from start to finish. In its application MTDB is asking for funds for a no frills, single track version of the eastern extension which would branch off the existing line downtown and travel through Southeast San Diego, Lemon Grove, La Mesa and El Cajon. Nine of thirteen trolley station would provide a total of 3200 parking spaces.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT's parent, the GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT, and HARBOR CARRIERS, INC., a private ferry company owned by the Crowley Maritime Corporation, are still embroiled in a controversy over providing additional ferry service between San Francisco and Sausalito and use of ferry dock in Sausalito. BLUE AND GOLD FLEET submitted bid to provide added ferry service under contract to GGT as the district has moved to expand ferry service and called for bids from private firms. HCI had won a temporary restraining order against the bid opening as they are suing GGT for use of the dock in Sausalito. The suit is the latest move in a long running dispute between GGT and Crowley as Crowley opposed the GGT entry into the ferry business a decade ago and has not been able to negotiate an agreement for joint dock use. HCI was instrumental in getting the State Legislature to pass a law this year giving the Public Utilities Commission the power to set docking fees (WT 11/81).

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The Regional Transit Authority plan on the November 3rd ballot (WT 11/81) went down to defeat as 57 per cent of the voters voted against the proposal. The voter turnout in the Central and Border districts was low (expected support) while voters in the Northeast and East sides voted down the authority. Canutillo gave the plan an even vote. 40-UPPER VALLEY SPECIAL operated its last on November 7th and now AUTOBUSES INTERNACIONALES (Red Buses) is providing service at $1.50 fare whereas SCAT had charged 75¢ with plans for an increase to $1. SCAT officials are now studying the present system with an eye toward line consolidations to eliminate unproductive mileage or trips. It is expected that 6A-HIGHLAND and 14-MEDICAL CENTER will be combined as will 6B-SUNSET/COLLEGE and 8-MESITA. Certain express service is being considered as is a crosstown line from the northeast through the east side to the Lower Valley. The Federal Appeals Court in New Orleans has ruled that the City of El Paso cannot monopolize the bus buisness by preventing AUTOBUSES INTERNACIONALES from transporting passengers across the border to Juarez. The judgment left unimpaired the city's right to enact and enforce reasonable, non discriminatory traffic regulations including regulations with regard to bus routes that the city may establish and require AI to follow. AI started carrving passengers across Cordova Bridge (later renamed the Bridge of the Americas) in 1959 with Interstate Commerce Commission authority and has gradually expanded operations in the El Paso area including being the replacement bus service for the former International Carline.

# #

1982 MEMBERSHIP CHARGES AND SUBSCRIPTION RATES INCREASED

In order that the Society be placed on a better financial footing and to allow for continual increases in the cost of supplies the membership has approved an increase in rates beginning January 1982. Memberships will now cost $9 and subscriptions $8. The last rate increase took place in January 1977.

AS THE GM SEES - BY WILLIAM VALLOW

Any of you with ideas for an excursion please let me know. I would personally like to try for something in the Los Angeles area first and perhaps we could have some sort of regularity to WTS excursions. Unless the members show an interest not much can be done.

John McKane advises members interested in seeing RTD 4801s in operation for MUNI had better be quick. He suggested a WTS charter of one of the 4801s. I thank John for his excellent idea and we will keep San Francisco in mind for possible future events.

Try to attend a meeting now and then. New member Paul Takazu has been showing some excellent slides from Alaska. At the December meeting he gave a presentation of local railroad stations. Other members are encouraged to come and give presentations.

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WT STAFF

Editor	Edmund Buckley
Senior Staff	Robert Higginbotham
	John McKane
	Jack Perry
	Warren F. Ouon
Reporters	Bob Burrowes
	Henry Leinbach
	Marvin Martin

WTS OFFICERS AND ADDRESSES

General Manager	Bill Vallow
Program Chairman	J. K. Drummond
Business Address	1009 Kendall Drive
	San Gabriel CA 91775
Editorial Address	2225 N Rdwy, #G
	Santa Ana CA 92706

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SEPTAL	NOTES
NEW				
Great American Stageline	8001-8002	MCI	MC9/-,S14770	
Calif Charter Buses	(4511-4515	MCI	MC9/	5 speed sticks,
	(			46, RP
	(4501-4505	Prevost	LM103/-,2718-80,	"Le Mirage" unit
	(		2719-80,	"
	(		2721-80,	"
	(		2722-80	"
	(4506-4510	Prevost		"Le Mirage" with
	(			6V-92TA engines
City of South Lake Tahoe	3046-3048	Gillig	309T6V92/80054-56	30 foot units
Valley Transit	(406	GMC	P8M4905A/702	
	(501-502	GMC	P8M4108A/139-140	
	(504-508	GMC	P8M4905A/135,177-180	
Mount Hood Stages	312	GMC	P8M4108A/011	
Intermountain Lines	241	GMC	P8M4108A/012	
Empire Lines	538,554	GMC	P8M4108A/121,213	
USED				
San Francisco MUNI	(2700-2749	GMC	TDH4801/mixed	see Page 1
	(2800-2807	GMC	TDH5105/mixed	"
	(2900-2901	GMC	TDH4512/1844,1846	"
Monterey-Salinas Transit	(110-121	GMC	TDH4509/030,046,	STS 815,812,
	(		049,051	811,816
	(122	GMC	TDH5103/510	STS 803
	(601-605	GMC	35096-6-1/62389-62393	STS 805-809
Salem (Ore) Area Transit	(1509-1510	GMC	TDH4517/499,-	Loraine 701,-
District	(1511-1514	GMC	TDH4519/-,-,1318,-	-,-,PIPTA 6080,-
	(1515-1516	GMC	TDH4519/229,233	Boulder 103,105
	(1518-1519	GMC	TDH4517/1633,-	Moore 454,-
	(1521-1523	GMC	TDH4517/-,241,-	-,WMATA 4740,-
	(1524	GMC	TDH4517/544	Conn Co 2142
	(1525-1526	GMC	TDH4519/046,-	Gulfport 1301,-
	(1527	GMC	T6H4521/-	-
DISPOSITIONS				
North County Transit Dist	(231-252	Fleetwood	FTBP1/1062-1083	For Sale
	(253	Fleetwood	FLTB1/1010	"
Long Beach Transit	mixed	GMC	mixed*	

*-One TDH 4519 of 1963 vintage, six TDH 4519 of 1965 vintage, three TDH 4519 of 1966 vintage, four T6H4521 of 1968 vintage and nine TDH 5303 of 1963 vintage are all for sale - bids due by January 1982

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SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: During November SDTC inaugurated a new service called SHORT HOP and costing 25 cents with passes and transfers not honored. The line operates every ten minutes between 10AM and 220PM weekdays only. The line starts in Balboa Park thru the park, Park Blvd, B St, 10th Ave, Broadway, Pacific Hwy, Harbor Dr, Broadway, 11th Ave, A Street and Park Blvd to Balboa Park. The service will continue through February 5th at which time a decision will be made concerning the continuation of the line.