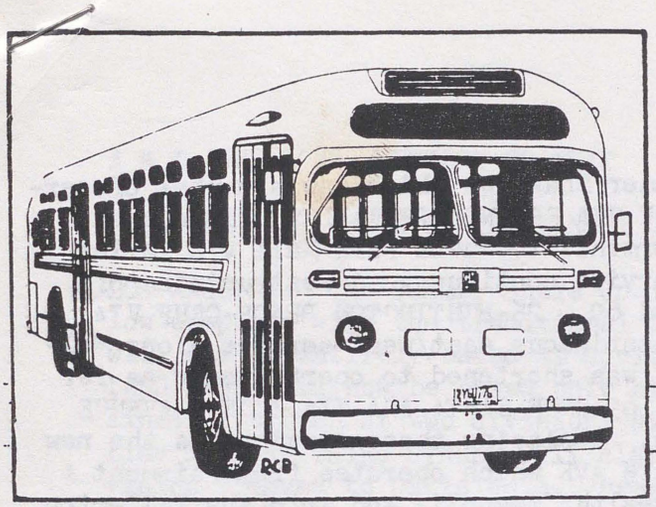


Western Transit

Monthly Publication of The Western Transit Society

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SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Last December 10th STA reorganized its entire route structure as former lines 1 through 11 providing local service in Palm Springs, Cathedral City, Indio, Coachella, Mecca and Thermal and the cross valley line between Desert Hot Springs and Coachella were replaced by nine new lines. 1-SUNRISE WAY-PALM SPRINGS MALL is a local in PS providing north/south service between Racquet Club Road and Indian Ave and the Canyon Hotel on Palm Canyon. 2-RIVIERA HOTEL-MALL-DREAM HOMES is a PS local serving residential areas, the Mall, Airport, Crossley Tract and Dream Homes. 1 and 2 each have one bus assigned. 3-PALM SPRINGS MALL-1000 PALMS is a one bus line operating three round trips between these locations generally along Ramon Road and operates weekdays only. Local service in Indio consists of a two directional loop, 4-INDIO LOCAL using one bus alternating loops. Suburban service in the Indio area includes 4A-INDIO-LA QUINTA-BERMUDA DUNES-INDIO and 4B-INDIO-BERMUDA DUNES-LA QUINTA-INDIO, a two directional loop, with four trips on 4A and six trips on 4B using the same bus. New 10-DESERT HOT SPRINGS-COACHELLA generally replaces the former 9/10. 20-MECCA-PALM SPRINGS replaces portions of former Lines 3, 4 and 7 as well as provides an additional level of service along Highway 111, in effect doubling service between Palm Springs and Coachella through Indio. 10 and 20 operate hourly during the week each using four buses and operate two hourly on Saturday each using two units. STA service now requires 13 scheduled buses on weekdays and eight on Saturdays.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT presently has two groups of buses on order: twelve Flyer D102H0 buses to be numbered 1175-1186, Model D 901 reported to have Detroit diesel engines and not air conditioned and sixty Neoplan ADB forty foot models to be numbered 1200-1259. Ordered for fall delivery are 131 buses from Gillig Corporation, 91 model H096T and 40 model 3596T.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

WALNUT CREEK: June 7th was scheduled as "Day One" for CCCTA as the new agency assumed operation of AC TRANSIT local service in Orinda, Lafayette, Pleasant Hill, Concord as well as the full operation of the WALNUT CREEK MINI BUS. The initial fleet was to consist of 42 units including twelve Chance RT-50 buses, formerly WCMB buses, and thirty new Gillig 3596T buses. The entire fleet is both air conditioned and lift equipped. CCCTA will be using the advertising and operating slogan "The County Connection" which was selected in a contest earlier this year. CCCTA is a joint powers agency generally covering the central part of the county. The CCCTA Board consists of elected officials of the seven cities and the county which are included in the service area.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: June 13th was the effective date for the summer Shake Up which saw a number of service and routing changes. 21-HUNTINGTON BEACH-BUENA PARK VIA SPRINGDALE/VALLEY VIEW was extended north and east from the former Cypress College terminal to Buena Park Mall via Valley View, Crescent, Stanton and La Palma. Hourly weekday service continues. A restructuring of service occurred in the north county involving 25, 47 and 69. 25-HUNTINGTON BEACH-CSUF VIA GOLDEN WEST/KNOTT was rerouted in Fullerton to provide continuous east/west service along Malvern/Chapman. 47-FULLERTON-SANTA ANA VIA ANAHEIM BLVD. was shortened to operate only as far north as Harbor and Commonwealth in downtown Fullerton. 69-CSUF-SANTA ANA VIA TUSTIN AVENUE was also shortened to operate between CSUF and Santa Ana. Replacing those services is the new 26-YORBA LINDA-FULLERTON PARK/RIDE VIA CSUF & COMMONWEALTH AVE which operates from Fairmont & Yorba Linda via Yorba Linda, Placentia, Nutwood, Commonwealth, Magnolia and into the Fullerton Park and Ride Lot. Half hourly weekday service using four buses and hourly weekend servuce with two buses is operated. The former 28-LA MIRADA-PLACENTIA VIA BASTANCHURY was discontinued due to low ridership. 42-MALL OF ORANGE-SEAL BEACH VIA LINCOLN was extended, for the summer, from Seal Beach and Westminster to Electric & Main downtown. 58-17TH STREET CROSSTOWN had peak hour service beyond Westminster & Beach to Seal Beach Blvd discontinued. Midday service terminal has been Beach Boulevard. Another New service is 93-ALICIA PARKWAY-MISSION VIEJO which operates half hourly service using three buses daily between the Laguna Hills Mall and Mission Viejo Mall via Paseo de Valencia, Alicia, Marguerite, O'Neill, Alicia, Marguerite, Puerta Real and Crown Valley Parkway to Puerta Real South. 133-CSUF-THE CITY VIA RAYMOND/EAST was rerouted from Katella to Pacifico between State College and Lewis, that portion of 206-SAN CLEMENTE-MISSION VIEJO-NEWPORT CENTER PARK/RIDE south of Crown Valley Center was discontinued as was the extension from Northeast Anaheim to CSUF on 209-SAN CLEMENTE-NORTHEAST ANAHEIM PARK/RIDE. The new 26 is based at Division 4 and the new 93 at Division 7 and both are assigned 1600s (Flxible 45102s). Three other lines will be changed on July 6th. Present 56-GARDEN GROVE BOULEVARD will be shortened to operate only between The City and the present Westminster & Seal Beach west terminal. A new service, 55-COSTA MESA-EL MODENA VIA BRISTOL & FAIRHAVEN will not only replace the eastern end of the 56 but will also provide new service in southwest Santa Ana and Costa Mesa. Service will operate weekdays only with half hourly peak and hourly base service. Route is from Hewes & Chapman via Chapman, Esplanade, Fairhaven, Grand, La Veta, Parker, Town & County, Main, La Veta, Bristol, McFadden, Raitt, Segerstrom, Bear, into South Coast Plaza, Bear, Baker, Redhill, Paularino and Airway to Baker. 59-COSTA MESA-BREA VIA GRAND/GLASSELL/KRAEMER is the present 50 extended on both ends to provide another north/south crosstown type routing. Service will be half hourly between 6AM and 10AM and between 2PM and 6PM weekdays only using six buses. Routing will be from Birch & Flower in Brea via Birch, State College (into Brea Mall), Imperial, Kraemer, Miraloma, Miller, La Palma, Kraemer/Glassell/Grand, Warner, Halladay, Alton, Main, MacArthur, Bear (into South Coast Plaza), Paularino and Bristol to Baker. Line 59 will continue to be based at Division 7 and use 1600s. The UMTA Administrator has turned down the OCTD request to waive the provisions of the "Buy America" requirement (WT 5/82) which means that the contract for 105 "New Look" style bus is to be awarded to the Gillig Corporation for purchase of sixty four model 4096T and forty one model 3596T buses, all to be air conditioned and wheelchair lift equipped. Delivery is programmed for the summer of 1983.

CHULA VISTA TRANSIT (CVT)

CHULA VISTA: The City Council has approved increases in bus fares effective July 1st which will bring the adult cash fare to 70¢ (elderly, handicapped, child fare of 40¢ will remain). Adult monthly pass price will rise to $36 while the e/h/c pass will increase to $18. There will also be minor reroutings on Lines 701, 702 and 706 and on 704-SOUTHWESTERN COLLEGE, the most productive line in the CVT system, a second bus will be added providing a thirty minute headway between 730AM and 100PM when the college is in session.

ATTEND MONTHLY MEETINGS - SECOND SUNDAY - 700PM, 272 ALPINE STREET IN PASADENA, CALIFORNIA -

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Summer Shake Up is scheduled for June 20th. The volume of changes is low compared with the traditional June changes. Line 5-HAWTHORNE BLVD-UNION STATION will now be entirely based at Division 5 (instead of 3 and 5) and 6-LOS ANGELES-HIGHLAND PARK will now be based only at Division 3 (instead of 3 and 5). Historically these lines have been at two divisions since the mid 1950s when they became bus operations. Line 16-WEST THIRD STREET will also become a one division line with operations at Division 7 moved to Division 1. Present Line 820 will be divided into two numbers as a part of the renumbering program. The official number will be 470-L.A.-WHITTIER-BREA MALL-PUENTE HILLS MALL and the 470 trips will travel to Brea while the routing to the Puente Hills Mall will be 471. Present express service on 86-L.A.-BURBANK-NORTH HOLLYWOOD-VAN NUYS known as 86X will be renumbered 412 but remain on the same routing. Line 425-LA-NORTHRIDGE VIA VENTURA BLVD LIMITED EXPRESS will provide reverse direction limited stop service by converting selected present Line 35 trips. Reverse direction service (three am northbound and three pm southbound) will be instituted on 426-VALLEY-WILSHIRE BLVD-LOS ANGELES LIMITED EXPRESS. 829-LAKEWOOD?ROSEMEAD BLVDS will be extended, for the summer, from the Belmont Shore terminal via Pacific Coast Highway to the Warner Loop in Sunset Beach. The last of the Advance Design buses (both Flxibles and General Motors) to be made accessible will also be activated in June as accessible service begins on Lines 5, 6, 24, 25, 29, 34, 39, 41, 50, 53, 90, 91, 97, 114, 120, 125, 142, 150, 154, 155, 157, 158, 159, 160, 163, 164, 165, 166, 168, 169, 183, 207, 212, 356, 359, 607, 406, 407, 834, 838, 842, 861, 867, 869.

Thr RTD Board has approved purchase of thirty five General Motors RTS buses to replace similar intermediate size buses which are to be retired. Each of the buses will seat 36 and be accessible to the handicapped. (RTD news stories indicate the agency has 79 intermediate size units used in Glendale, Pasadena, San Pedro and other residential areas. There are five TDH 4517s (2400-2404), five TDH 4519s (2600-2604), twenty eight 111-DD-D5-1s (4200-4213 and 4215-4228) and fourty one 111-DD-D06-1s (4300-4332 and 4334-4341) and it may be the plan to retire all but the 4300s - Ed.).

Labor contracts with the three unions representing RTD's unionized employees expired May 31st and negotiations are proceeding. A fact finding panel has been named by the governor to hear the issues remaining in dispute and issue recommendations toward settlement.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Line 30-LA JOLLA-SCRIPPS INDUSTRIAL PARK EXPRESS was extended from the former Scripps Hospital via Miramar Rd, Regents Rd, Eastgate Mall, Genesee, La Jolla Village Dr/Miramar Road, Camino Ruiz, Mira Mesa Blvd, Black Mountain Rd, Carroll Canyon and Scripps Ranch Blvd to the Scripps Industrial Park. This change took place April 5th and includes every other (hourly) trip. 50-UNIVERSITY CITY EXPRESS had its basic route changed so that most trips now leave I-5 at Burgener Blvd to Clairemont Dr to Balboa Ave. with only selected trips continuing along the Balboa Avenue alignment. On March 29th Line 80-CROSSTOWN EXPRESS was extended eastward from its former terminal at San Diego State University at College & Montezuma via Montezuma and El Cajon Blvd. to a new terminal at 73rd and El Cajon in East San Diego.

SONOMA COUNTY TRANSIT (SCT)

SANTA ROSA: SCT recently placed into service twelve Grumman Flxible ADB buses, the 35 foot size. The buses are painted white with a four color stripe (red/orange/yellow/blue) that starts on the roof, sweeps forward and then along the belt line to the front and the black window effect. The units have 37 seats including two wheelchair positions, padded cloth blue and orange seats, two piece electric headsigns, push doors, air conditioning, flourescent lighting in the car card area and Duncan fareboxes. SCT is presently operating six routes: 10-ROHNERT PARK-SONOMA STATE COLLEGE, 12-NORTHERN ROHNERT PARK, 20-RUSSIAN RIVER (between Santa Rosa and Monte Pio), 30-SONOMA VALLEY (Santa Rosa to Sonoma), 50-WINDSOR-SANTA ROSA and 51-WINDSOR-SONOMA COUNTY AIRPORT-SANTA ROSA, actually an alternate route of 50. 50/51 is the former SANTA ROSA TRANSIT Route 9 before last September. 10 and 12 operate half hourly each using one bus, 20 and 30 operate four round trips each using two buses between them and 50 operates half hourly using two buses (selected trips run instead as 51s). The system is actually operated for the County Department of Public Works by Community Transit Services, Inc.

GARDENA MUNICIPAL BUS LINES (GMBL)

GARDENA: On May 30th GMBL increase its fares as the base fare was increased from 35¢ to 50¢. The zone fare was reduced from 30¢ to 15¢ which allowed the Los Angeles fare to remain at 65¢/ Transfers within the Gardena system now cost 10¢ (were free) and interagency transfers remained at 20¢/ Seniors and handicapped persons fare is 10¢ and 30¢ to Los Angeles while the student fare is 25¢/

STARLINE SIGHTSEEING TOURS, INC. (SST)

HOLLYWOOD: Beginning last January SST began offering multilingual tours with daily departures to the following places: Disneyland, Knoots Berry Farm and Movieland Wax Museum, Los Angeles City Tour, San Diego Zoo and Seaworld, San Diego City and Tijuana Shopping Tour, Universal Studios, Movie Stars Homes Tour and nightclub tours. Established in 1935 SST has grown to become one of the major charter bus and sightseeing tour operators for groups and individuals in the Los Angeles area. All major hotels in Los Angeles, Hollywood and Beverly Hills are servcied daily on a per capita basis. Free scheduled pick ups will be provided twice daily to the above hotels. SST has designed and is equipping its fleet with innovative, state of the art audio systems which will enable any tour to be given simultaneously in eight languages. Initially the tours are being offered in the most popular European and oriental languages.

TOURCOACH (TC)

LOS ANGELES: TC began offering a new Beverly Hills Shopping Tour on March 22nd from Los Angeles area hotels. Buses travel from Los Angeles to Beverly Hills where guests can enjoy an afternoon of shopping and browsing in fabulous Beverly Hills. Guests can accompany the TC guide on a downtown Beverly Hills walking tour or set off on their own. BH features some of the most famous stores in the world including Gucci, Neiman-Marcus, Saks Fifth Avenue and Cartier. Tours are scheduled to depart hotels Monday through Friday at 200PM and return about 600PM. Tours are priced at $14.00 for adults and $7.50 for children. (Ed. Note - It is believed that TOURCOACH and PINETREE TRANSPORTATION COMPANY are related as the buses pictured in the TC brochures are PTC units with a name plate for TC affixed.).

SUPPORT WTS AS YOU ATTEND THE MONTHLY MEETING - 2ND SUNDAY - 7PM- 272 ALPINE, PASADENA

COUNTY TRANSIT (CT)

SAN JOSE: On March 6th seasonal weekend/holiday service to Marriott's Great America Theme Park in Santa Clara was resumed on 141-BART/FREMONT-GREAT AMERICA which replaces Express 11-BART/FREMONT-GREAT AMERICA-SUNNYVALE with the Great America-Sunnyvale leg being dropped due to low patronage. Route is from BART via Walnut, Civic Center, Stevenson, Mission, I-680, Mission, Cal 17, Cal 237 and Great America Pkwy to Park, looping ccw Old Glory, Old Ironsides, Patrick Henry and Great America. Operates 70 minutely with one bus from BART 920AM to 750PM with a 900PM trip added May 20th. In a policy recently adopted by CT major route changes will now be made only at the January and July sign ups so the majority of changes made on April 5th were minor in nature. The more significant changes included: 16-MORGAN HILL-SAN MARTIN added a 2nd coach on one northbound weekday trip in the am and improved peak hour headways from 90 to 70 minutely. 17-GILROY LOOP was redesignated 17-GILROY LOOP (clockwise) and 17A-GILROY LOOP (Counter clockwise) operating one bus on each hourly 6AM to 6PM weekdays. On weekends and holidays only 17 is operated but on 45 minute headways. 25-EAST SAN JOSE-DE ANZA COLLEGE had the eastern leg of its cw East San Jose loop extended to run on Fleming instead of Meadow between Easthills and Story and had its complex multi loop system on De Anza College (Cupertino) end changed so all trips including weekends serve Bubb Road and run via Bollinger onto McClellan, Bubb and Stevens Creek. 81-VALLCO PARK-EAST SAN JOSE eliminated one weekday evening trip detoured to the Neighborhood Small Claims Court at Independence High School from McKee Rd north via Jackson to Mabury, then looping Mabury, Lava and Pacheco to Jackson and return to McKee due to low ridership. Changes to express routes included: 126-CAMDEN/HILLSDALE-LOCKHEED VIA CAMPBELL and 128-CAMDEN/HILLSDALE-LOCKHEED VIA SAN TOMAS am northbound routing was changed to run Hilldale onto Camden to Winchester bypassing the Campbell CBD. 140-BART/FREMONT-MAYFIELD MALL was rerouted to serve the Milpitas CBD and two round trips on 163-LOS GATOS-MILPITAS were dropped due to low ridership. 180-BART/FREMONT-SAN JOSE SP DEPOT improved weekday pm peak headways from 20 to 10 from BART and from 20 to 15 from SP. Capitalizing on the success of SAMTRANS' express service to Candlestick Park for San Francisco Giants baseball games, CT introduced special expresses from the Santa Clara Valley to both Giants games and Oakland A's games at the Oakland-Alameda County Coliseum. Route for the Giants games consists of two lines, one originating in San Jose at K-Mart parking lot at Meridian & Fruitdale and running Meridian, I-280, Stevens Creek to Vallco Park (Cupertino) pick up point at Stevens Creek & Finch, thence Stevens Creek, Wolfe, I-280, Cal 85, US 101, 3rd St (S.F.) and Ingerson to Candlestick Park. If buses are filled at K Mart they run directly via I-280 with other units starting at Vallco Park. The second line is from San Antonio Shopping Ctr in Mountain View running Showers, El Camino Real, San Antonio and US 101 etc to Candlestick. Oakland As specials originate at Vallco Park (Stevens Creek & Finch), K-Mart/Frutidale and Gold Circle parking lot in San Jose. Vallco route runs Stevens Creek, Wolfe, Vallco Pkwy, Tantau, Stevens Creek, I-280 (drops off at Meridian if not full to pick up at K Mart/Fruitdale and return), US 101 Cal 17 and Hegenberger Rd (Oakland) to Coliseum. East San Jose/Milpitas route starts at Capitol & McKee and runs McKee, I-680, Calaveras (Milpitas), Abel, Weller (K Mart pick up point), Main, Calaveras, Serra, Cal 17 and Hegenberger to Coliseum. Fares for the baseball specials are $1.50 each way and schedules are timed to arrive one half hour before game start time and leave 30 minutes after game ends.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Changes occurred to rail lines K-INGLESIDE and M-OCEAN VIEW May 17th as they no longer use Balboa Park station with outbound K cars operating via Ocean & San Jose to Geneva and from Geneva continuing inbound to downtown via the M. Outbound M cars become inbound K cars in the same fashion. An articulated trolley coach from Ikarus (model 280 T-3) was recently tested on the 14-MISSION, 30-STOCKTON and 47-VAN NESS. MUNI hopes to purchase 30 articulated TCs over the next five years.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The disasterous rain storm of January 4, 1982 (15.5 inches in 24 hours) resulted in record flooding of the San Lorenzo River and other streams in the Santa Cruz area and caused serious mudslides which destroyed many homes and resulted in several fatalities. Among the casualties was the eastbound deck of the Soquel Ave. Bridge in downtown Santa Cruz, just east of the Transit Center (Soquel between Front and Pacific), which collapsed into the San Lorenzo River. Its closure to all traffic for about one month until two way operation was restored over the two westbound lanes necessitated temporary rerouting of most east side routes including 6-SEABRIGHT which also necessitated inauguration of a special 6-SOQUEL AVE SHUTTLE to serve inner Soquel between the CBD and Seabright Ave, 7N-BEACH NIGHT, 30-SCOTTS VALLEY, 35-BOULDER CREEK, 69-41ST AVE EXPRESS, 70-WATSONVILLE VIA CAPITOLA RD and 71-WATSONVILLE VIA SOQUEL DR. Other route curtailments due to mudslides and road blockages remaining in effect on the March 18th spring schedules and designated bu shading the suspended portions on the route maps include partial services on 31-BRANCIFORTE/EL RANCHO, 32-GLEN CANYON/BRANCIFORTE, 33A-LOMPICO, 33B-ZAYONTE, 34-SOUTH FELTON, 35-BOULDER CRK, 40-DAVENPORT and the complete suspension of 60B-SOQUEL-CHERRYVALE. Several changes were made January 16 not associated with the storm damages including 3B-MISSION-DE ANZA MOBILE PARK and 3C-MISSION-NATURAL BRIDGES had weekend routing in CBD changed to run Pacific, Walnut, Cedar; Mission outbound/Mission, Front, Soquel inbound. In addition, the first weekday trip at 630AM and last two trips at 930PM and 1030PM on 3C also follow this route. 69-41ST AVE wedend service was restored (but not 69-41ST EXPRESS daytime service) 30 minutely 815 to 1115PM. All weekend service had been dropped December 12, 1981. A special unnumbered new route shown in the Spring Schedule is STROKE CENTER, which operates weekdays only during the Cabrillo College school term with a 916AM outbound trip from Pacific and Soquel and an inbound trip at 210PM from Stroke Center. Route is from Pacific & Soquel via Soquel, Front, River, Water (returns Water & Front), Branciforte and Upper Park Rd to the Stroke Center in De Laveaga Park.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The new RTS-4 buses recently introduced on the 70-SANTA ROSA-SAN FRANCISCO line have caused a storm of protest as they do not have reclining seats and about half the seats face sideways to accommodate the wheelchair lift and seating positions (most of the other members of the fleet have 45 or 49 forward facing, reclining seats). Although there was a call to try and sell or trade the buses the plans now call for placing some of the buses on 10-SAN FRANCISCO-MILL VALLEY-TIBURON, 20-SAN FRANCISCO-ROSS VALLEY and 23-EAST SAN RAFAEL-FAIRFAX as well as keeping some on 70 to provide accessible service every two hours (line has 30 minute headway). GGT has agreed, in concept, to allow free transfers between MARIN COUNTY TRANSIT DISTRICT's pending West Marin bus service and GGT buses in East Marin. GGT Directors have approved an agreement giving the Amalgamated Transit Union, Local 1575, an agency shop. A 1981 state law for the first time authorized public agencies to make such agreements. Under an agency shop employees who do not want to join the union picked by a majority must pay a fee to the union instead of paying dues. The fee was set at $23.85 per month plus a $300 initiation fee.

PETALUMA TRANSIT (PT)

PETALUMA: A new operator has been selected to operate the Petaluma city transit system (four loop type routes using a fleet of Mercedes Benz 0309Ds). The City Council selected K & G Transportation Services of Petaluma which bid $16.72 per hour. Union City Transit, the previous operator since 1976, bid $17.80 per hour. The council also urged that the present bus drivers be hired by the new contractor.

GOLD CROWN COACHES (GCC)

SALEM, OREGON: GCC started service on November 1, 1981 between Salem and Newport with two additional round trips between Salem and Dallas. The service is operated with one PD 4106.

APOLLO TRANSIT COMPANY (ATC)

BOISE, IDAHO: ATC has started a new intercity service between Boise and Challis, Idaho also serving Ketchum.

PIERCE COUNTY PUBLIC TRANSIT BENEFIT AREA (PT)

TACOMA, WASH: The former TACOMA TRANSIT SYSTEM has now become a county agency with the passage of sales tax support for transit and the creation of a PTBA. PIERCE TRANSIT is now a rapidly expanding agency and is in the process of purchasing twenty TDH 5301s from SAN DIEGO TRANSIT CORP (some of the 201-260 series buses) which Transportation Design and Technology will rehabilitate prior to delivery in Tacoma.

RAINBOW EXPRESS BUS SERVICE

LAS VEGAS: Complimentary "Rainbow Express" bus service has been inaugurated between the Las Vegas Hilton and Flamingo Hilton hotels in Las Vegas. The 46 passenger Model 10 Eagle buses shuttle guests between the popular resorts on a continuous basis from 1200 Noon until 100AM and are equipped with plush reclining seats, special seating for handicapped persons and stereo music.

BRENTZ BUS COMPANY (BBC)

SWEETWATER, TEXAS: BBC started service on April 1, 1982 betweem Sweetwater and Bronte, Texas. Two round trips per day are listed between Sweetwater and Neal and one round trip per day to Bronte. Two buses are required to cover the schedules. Connections are made in Sweetwater with T. N. M. & O. COACHES and in Bronte with SUN SET STAGES, INC.

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--AS THE GM SEES -- BY WILLIAM VALLOW, WTS GENERAL MANAGER

The local transit scene should be especially interesting in the months ahead since the California Supreme Court has approved Proposition A, the transit tax measure. There could be many changes and perhaps some expansion ahead.

How about observing some of these changes in person? The proposed 1983 excursion to celebrate WTS' 20th anniversary would include visits to local properties of interest and perhaps even retracing some old trolley routes via current transit.

To make such an excursion go, however, we would need about twenty in our group. Thus far, perhaps five or six have indicated willingness and interest. Before I can take plans any further and see about transportation, visits, etc., I need to hear from you. How about it? Is there enough interest? What time of year would be best for you?

I feel that WTS needs to observe its 20th in a special way. Won't you help? How about attending a regular meeting and giving us your suggestions?

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
Utah Transit Authority	8125-8150	GMD	T6H5307N/C047-072	
South Coast Area Transit	4528-4542	Gr/Flx	35096-6/94202-216	
CITIBUS (Lubbock,Texas)	1019-1034	GMC	T7020L/820057-072	
Yosemite National Park	127-135	Gillig	L096T/80127-135	
Intercity Transit	401-415	Gillig	L096T/80181-195	
Fairfield Transit System	620-623	Gillig	3096T/80209-212	
USED				
Commuter Bus Lines	4509	GMC	PDL106/2762	-
Tradewind	107	GMC	PDL107/465	Sierra -
American Charter Enterprises (ACE)	(707	GMC	PDL903/148	
	(710-711	GMC	S8M5304A/064,066	
	(712	GMC	P8ML905A/002	SVRL -
	(714	GMC	PDL905/092	
Fred Harvey Transportation	322	GMC	P8ML905A/1778	VK Lines 178
DISPOSITIONS				
Eastshore Lines	451	GMC	SDH4502/026	to Mendocino Transit Auth
Sacramento Regional Transit	(4574-4575	GMC	TDH4517/762,506	to Cal Coast for SLO
	(4576-4577	GMC	TDH4517/1255,508	to Dickenson/ Worlds Fair
	(5101	GMC	TDH5301/1429	to Peerless
	(5301-5304	GMC	TDH5301/762,743, 761,740	to Dickenson/ Worlds Fair
Long Beach Transit	(5101	GMC	TDH5303/1571	to Peerless
	(5118	GMC	TDH5303/2021	to pvt party
AC Transit	(XMC 77	Kassb	Nhh70-6R/795	to Don Beith
	(107-108	GMC	SDH4501/028-029	to Falcon
	(109	GMC	SDH4501/030	to Cobb Coach
	(113	GMC	SDH4501/034	to Dougs Chtr
	(121,150	GMC	SDH4501/042,071	to Peerless
	(500 *	GMC	TDH5301/ *	to Peerless

* - fleet nos 500, 504, 506, 510, 515, 516, 518, 521, 527, 537, 544, 547, 548, 555, 564, 565, 575, 593
- serial nos 1962, 1966, 1968, 1972, 1977, 1978, 1980, 1983, 1989, 1999, 2006, 2009, 2010, 2017, 2026, 2027, 2037, 2055

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